



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

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THE INJURIOUS
GLARE OF THE SUN
BY WEARING
CROOKES' GLASSES
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N. LAZARUS.
Optician,
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No. 19,946 號六十四百九千九萬一第 日十三月四年戌壬 HONGKONG, FRIDAY, MAY 26th, 1922. 五拜禮 號六十二月五年一十國民華中 PRICE, \$3 PER MONTH

INTIMATION
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PURPLE TRIANGLE.

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PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.
SUNDAYS.
Extra Car—12 midnight.
SUNDAYS.
7.30 a.m. to 7.45 a.m.
8.00 a.m. to 9.30 a.m. every 15 minutes
9.30 " " 11.00 " " 15 " "
11.30 " " 12.00 noon " 10 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 4.00 " " 15 " "
4.00 " " 8.10 " " 10 " "
NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Benson and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No special ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Compro Order represent Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 10th, 1921 until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100	No. 101	No. 102	No. 103	No. 104	No. 105	No. 106	No. 107	No. 108	No. 109	No. 110	No. 111	No. 112	No. 113	No. 114	No. 115	No. 116	No. 117	No. 118	No. 119	No. 120	No. 121	No. 122	No. 123	No. 124	No. 125	No. 126	No. 127	No. 128	No. 129	No. 130	No. 131	No. 132	No. 133	No. 134	No. 135	No. 136	No. 137	No. 138	No. 139	No. 140	No. 141	No. 142	No. 143	No. 144	No. 145	No. 146	No. 147	No. 148	No. 149	No. 150	No. 151	No. 152	No. 153	No. 154	No. 155	No. 156	No. 157	No. 158	No. 159	No. 160	No. 161	No. 162	No. 163	No. 164	No. 165	No. 166	No. 167	No. 168	No. 169	No. 170	No. 171	No. 172	No. 173	No. 174	No. 175	No. 176	No. 177	No. 178	No. 179	No. 180	No. 181	No. 182	No. 183	No. 184	No. 185	No. 186	No. 187	No. 188	No. 189	No. 190	No. 191	No. 192	No. 193	No. 194	No. 195	No. 196	No. 197	No. 198	No. 199	No. 200	No. 201	No. 202	No. 203	No. 204	No. 205	No. 206	No. 207	No. 208	No. 209	No. 210	No. 211	No. 212	No. 213	No. 214	No. 215	No. 216	No. 217	No. 218	No. 219	No. 220	No. 221	No. 222	No. 223	No. 224	No. 225	No. 226	No. 227	No. 228	No. 229	No. 230	No. 231	No. 232	No. 233	No. 234	No. 235	No. 236	No. 237	No. 238	No. 239	No. 240	No. 241	No. 242	No. 243	No. 244	No. 245	No. 246	No. 247	No. 248	No. 249	No. 250	No. 251	No. 252	No. 253	No. 254	No. 255	No. 256	No. 257	No. 258	No. 259	No. 260	No. 261	No. 262	No. 263	No. 264	No. 265	No. 266	No. 267	No. 268	No. 269	No. 270	No. 271	No. 272	No. 273	No. 274	No. 275	No. 276	No. 277	No. 278	No. 279	No. 280	No. 281	No. 282	No. 283	No. 284	No. 285	No. 286	No. 287	No. 288	No. 289	No. 290	No. 291	No. 292	No. 293	No. 294	No. 295	No. 296	No. 297	No. 298	No. 299	No. 300	No. 301	No. 302	No. 303	No. 304	No. 305	No. 306	No. 307	No. 308	No. 309	No. 310	No. 311	No. 312	No. 313	No. 314	No. 315	No. 316	No. 317	No. 318	No. 319	No. 320	No. 321	No. 322	No. 323	No. 324	No. 325	No. 326	No. 327	No. 328	No. 329	No. 330	No. 331	No. 332	No. 333	No. 334	No. 335	No. 336	No. 337	No. 338	No. 339	No. 340	No. 341	No. 342	No. 343	No. 344	No. 345	No. 346	No. 347	No. 348	No. 349	No. 350	No. 351	No. 352	No. 353	No. 354	No. 355	No. 356	No. 357	No. 358	No. 359	No. 360	No. 361	No. 362	No. 363	No. 364	No. 365	No. 366	No. 367	No. 368	No. 369	No. 370	No. 371	No. 372	No. 373	No. 374	No. 375	No. 376	No. 377	No. 378	No. 379	No. 380	No. 381	No. 382	No. 383	No. 384	No. 385	No. 386	No. 387	No. 388	No. 389	No. 390	No. 391	No. 392	No. 393	No. 394	No. 395	No. 396	No. 397	No. 398	No. 399	No. 400	No. 401	No. 402	No. 403	No. 404	No. 405	No. 406	No. 407	No. 408	No. 409	No. 410	No. 411	No. 412	No. 413	No. 414	No. 415	No. 416	No. 417	No. 418	No. 419	No. 420	No. 421	No. 422	No. 423	No. 424	No. 425	No. 426	No. 427	No. 428	No. 429	No. 430	No. 431	No. 432	No. 433	No. 434	No. 435	No. 436	No. 437	No. 438	No. 439	No. 440	No. 441	No. 442	No. 443	No. 444	No. 445	No. 446	No. 447	No. 448	No. 449	No. 450	No. 451	No. 452	No. 453	No. 454	No. 455	No. 456	No. 457	No. 458	No. 459	No. 460	No. 461	No. 462	No. 463	No. 464	No. 465	No. 466	No. 467	No. 468	No. 469	No. 470	No. 471	No. 472	No. 473	No. 474	No. 475	No. 476	No. 477	No. 478	No. 479	No. 480	No. 481	No. 482	No. 483	No. 484	No. 485	No. 486	No. 487	No. 488	No. 489	No. 490	No. 491	No. 492	No. 493	No. 494	No. 495	No. 496	No. 497	No. 498	No. 499	No. 500	No. 501	No. 502	No. 503	No. 504	No. 505	No. 506	No. 507	No. 508	No. 509	No. 510	No. 511	No. 512	No. 513	No. 514	No. 515	No. 516	No. 517	No. 518	No. 519	No. 520	No. 521	No. 522	No. 523	No. 524	No. 525	No. 526	No. 527	No. 528	No. 529	No. 530	No. 531	No. 532	No. 533	No. 534	No. 535	No. 536	No. 537	No. 538	No. 539	No. 540	No. 541	No. 542	No. 543	No. 544	No. 545	No. 546	No. 547	No. 548	No. 549	No. 550	No. 551	No. 552	No. 553	No. 554	No. 555	No. 556	No. 557	No. 558	No. 559	No. 560	No. 561	No. 562	No. 563	No. 564	No. 565	No. 566	No. 567	No. 568	No. 569	No. 570	No. 571	No. 572	No. 573	No. 574	No. 575	No. 576	No. 577	No. 578	No. 579	No. 580	No. 581	No. 582	No. 583	No. 584	No. 585	No. 586	No. 587	No. 588	No. 589	No. 590	No. 591	No. 592	No. 593	No. 594	No. 595	No. 596	No. 597	No. 598	No. 599	No. 600	No. 601	No. 602	No. 603	No. 604	No. 605	No. 606	No. 607	No. 608	No. 609	No. 610	No. 611	No. 612	No. 613	No. 614	No. 615	No. 616	No. 617	No. 618	No. 619	No. 620	No. 621	No. 622	No. 623	No. 624	No. 625	No. 626	No. 627	No. 628	No. 629	No. 630	No. 631	No. 632	No. 633	No. 634	No. 635	No. 636	No. 637	No. 638	No. 639	No. 640	No. 641	No. 642	No. 643	No. 644	No. 645	No. 646	No. 647	No. 648	No. 649	No. 650	No. 651	No. 652	No. 653	No. 654	No. 655	No. 656	No. 657	No. 658	No. 659	No. 660	No. 661	No. 662	No. 663	No. 664	No. 665	No. 666	No. 667	No. 668	No. 669	No. 670	No. 671	No. 672	No. 673	No. 674	No. 675	No. 676	No. 677	No. 678	No. 679	No. 680	No. 681	No. 682	No. 683	No. 684	No. 685	No. 686	No. 687	No. 688	No. 689	No. 690	No. 691	No. 692	No. 693	No. 694	No. 695	No. 696	No. 697	No. 698	No. 699	No. 700	No. 701	No. 702	No. 703	No. 704	No. 705	No. 706	No. 707	No. 708	No. 709	No. 710	No. 711	No. 712	No. 713	No. 714	No. 715	No. 716	No. 717	No. 718	No. 719	No. 720	No. 721	No. 722	No. 723	No. 724	No. 725	No. 726	No. 727	No. 728	No. 729	No. 730	No. 731	No. 732	No. 733	No. 734	No. 735	No. 736	No. 737	No. 738	No. 739	No. 740	No. 741	No. 742	No. 743	No. 744	No. 745	No. 746	No. 747	No. 748	No. 749	No. 750	No. 751	No. 752	No. 753	No. 754	No. 755	No. 756	No. 757	No. 758	No. 759	No. 760	No. 761	No. 762	No. 763	No. 764	No. 765	No. 766	No. 767	No. 768	No. 769	No. 770	No. 771	No. 772	No. 773	No. 774	No. 775	No. 776	No. 777	No. 778	No. 779	No. 780	No. 781	No. 782	No. 783	No. 784	No. 785	No. 786	No. 787	No. 788	No. 789	No. 790	No. 791	No. 792	No. 793	No. 794	No. 795	No. 796	No. 797	No. 798	No. 799	No. 800	No. 801	No. 802	No. 803	No. 804	No. 805	No. 806	No. 807	No. 808	No. 809	No. 810	No. 811	No. 812	No. 813	No. 814	No. 815	No. 816	No. 817	No. 818	No. 819	No. 820	No. 821	No. 822	No. 823	No. 824	No. 825	No. 826	No. 827	No. 828	No. 829	No. 830	No. 831	No. 832	No. 833	No. 834	No. 835	No. 836	No. 837	No. 838	No. 839	No. 840	No. 841	No. 842	No. 843	No. 844	No. 845	No. 846	No. 847	No. 848	No. 849	No. 850	No. 851	No. 852	No. 853	No. 854	No. 855	No. 856	No. 857	No. 858	No. 859	No. 860	No. 861	No. 862	No. 863	No. 864	No. 865	No. 866	No. 867	No. 868	No. 869	No. 870	No. 871	No. 872	No. 873	No. 874	No. 875	No. 876	No. 877	No. 878	No. 879	No. 880	No. 881	No. 882	No. 883	No. 884	No. 885	No. 886	No. 887	No. 888	No. 889	No. 890	No. 891	
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New Shirts and Soft Collars.

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NATIONAL CHRISTIAN CONFERENCE ENDS.

FINAL MESSAGES.

[By THE CONFERENCE REPORTER.]

The meetings of the final day of the National Christian Conference opened with a brief business session, in which resolutions were adopted in accordance with which the findings and recommendations of the five Commissions presented to the Conference were referred to the Churches, missions, mission boards and other organisations concerned for careful consideration, and especially referred to the National Christian Council for such action as may be called for in carrying out the recommendations, which may call for action. The Conference also referred to the Council all requests for letters of business on which the Business Committee of the Conference had not taken action. With this provision for the proper closing of all the unfinished business of the Conference and with the adoption of a resolution expressing appreciation and hearty thanks for the services of all individuals and committees who had made possible the holding of the present meetings, the Conference turned to a final message from its chairman.

Pastor CHENG expressed gratitude for Divine guidance which had been from the beginning and during preparation for the Conference and in the work of all its Commissions and throughout the sessions to the very last. He reminded the Conference that the undertakings borne at this Conference must be carried out under the inspiration which have marked these meetings. The spirit of the Conference has been one of co-operation and development. It is essential that every delegate accept responsibility to carry out fully and richly the decisions reached. The union of all Christian forces in China which has been effected will have significant influence not only throughout this country but throughout the world. The keynote of the Conference has been unity of spirit. Relying on God's help, he said, we may achieve the goals which have been set in the inspiring visions of these days.

With reference to the National Christian Council, Dr. CHENG pointed out that while it is the servant of the Churches, it can only succeed in the task given to it by the mandate of this Conference when every delegate accepts responsibility for supporting it and secures, through adequate reporting to the Conference to his constituency, a similar feeling of responsibility and eager support from every Christian throughout the country. Dr. CHENG urged every delegate to carry back so far as possible the real spirit and purpose of the Conference and urged each one to be patient in explaining the Conference so that everyone may understand its purpose and its significance. Dr. CHENG went on to say that it is important that Chinese as well as foreigners share in the financial responsibility which must be met if the Council is to be effective, and urged that every local church make some sort of contribution to the budget of the Council so that the burden and the glory of the work may be shared by the Chinese. With the gracious guidance of the Lord God, this Conference may result in true spiritual growth and the accomplishment of the goal of a united Christian Church in China.

Following the period of devotion, messages were received from board secretaries and representatives, who expressed their gratitude for having had a share in the inspiration of the Conference, and prayed for real blessing upon the work of the future. Representatives of various denominational mission boards from both Great Britain and America spoke.

The closing session of the Conference was first addressed by Chinese, representing pastors, teachers, physicians, students, women and laymen. These gave greetings, expressed gratitude for the inspiration received, and indicated the impression they had received from the Conference. Miss Li TE CHUAN of Peking, who spoke for the women, summed up the feelings of the others when she stressed the responsibility of every delegate to this Conference for those whom he or she represented, pointing out that each Chinese delegate represented 1,000 fellow Christians and each foreigner twenty missionaries. She reminded the delegates that they must receive from the Conference that which will meet the needs of those who had sent them.

The closing address of the Conference was delivered by Mr. FLETCHER BROCKMAN, well-known for many years as General Secretary of the Christian Association in China. The keynote of the Conference, he said, is spiritual unity. Such unity is based on the Christian view of men and the Christian view of God. It remains for the Christian Churches and Missions of China and their members to realise in concrete ways the spiritual unity which has been the inspiration of this gathering.

FIBROUS GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fibrous Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fibrous lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 13, Queen's Road Central.—ADVT.

DR. WELLINGTON KOO AT SHANGHAI.

ENTERTAINED BY BRITISH CHAMBER OF COMMERCE.

ANGLO-CHINESE RELATIONS.

Dr. Wellington Koo was the guest at a dinner given in his honour recently by the British Chamber of Commerce, at Shanghai. Mr. A. W. Burkill, Chairman of the Chamber, presided, supported by Messrs. W. A. Argent, C. H. Arnold, W. H. Trenchard Davis, H. H. Fox, C.M.G., J. W. Hutton, E. F. Mackay, C. G. S. Mackie, P. W. Massey, G. W. Sheppard, G. H. Stitt, C. G. Humphreys and E. M. Gull, secretary.

The guests also included Admiral Tsai Ting-kun and Messrs. C. F. Garstin, H.B.M. Acting Consul-General, A. C. Clear, F. W. Potter, Duncan McNeill, O. M. Green, B. D. F. Blith, R. W. Robertson and Y. L. Yang.

In proposing the toast of their guests, Mr. BURKILL said:

"I would like to express our appreciation of the honour they have done to the British Chamber of Commerce by their presence here to-day. His Excellency Dr. Wellington Koo, who has been aptly described as one of China's foremost young men, has taken a very prominent part in furthering the interests of this great country in which we live. Few men have filled the many positions that he has with such distinction and ability. Besides being Minister in London, Dr. Koo has taken an active part in the deliberations of the League of Nations and the Washington Conference. It is perhaps in respect of his work there that I may be permitted to say a few words, as it was work in which this Chamber was intensely interested. The ideas which he put forward were ideas with which this Chamber has for long had the most complete sympathy. Dr. Koo's task has been the subject matter of many deliberations on the part not only of this branch of the British Chamber of Commerce but at the Annual Conferences held since 1919.

"The OPEN DOOR AND SHANTUNG. I do not propose to go into details of these rights. The two most important are the questions of the 'Open Door' and the 'Retrosession of Shantung,' and these we have always strongly advocated. I may state that we are completely in accord with recognition of her administrative rights over the Postal Service in China, more especially as the Chinese postal service is an object lesson of what can be done in this country. We view sympathetically China's desire ultimately to enjoy judicial autonomy provided—and I cannot but think Dr. Koo will agree with the proviso—that China does try to go too fast in the matter, but will consent to reform her judicial administration thoroughly and efficiently.

"We consequently watched Dr. Koo's handling of these great and important subjects with the utmost interest and we are delighted to think that China's rights have now been safeguarded beyond possibility of dispute and so gentlemen, in welcoming Dr. Koo, we welcome the embodiment of China's hopes for herself and our hopes for China.

ADMIRAL TSAI TING-KUN. In the welcome we give him, we associate most warmly his able coadjutor at Washington, Admiral Tsai Ting-kun, and whilst perhaps his name did not appear so frequently in the messages we received from Washington, yet I feel that his charming persuasive manner of his was very effective. One somehow associates this word 'effective' with Admiral Tsai. I have had the pleasure of hearing him discussing Tariff Revision on the basis of an 'effective 5 per cent.' and owing to the charm of manner that I have already alluded to, I feel certain that he will get what he wants."

DR. WELLINGTON KOO'S REPLY. Rising to reply, Dr. WELLINGTON KOO spoke of his appreciation of the hospitality of the British Chamber of Commerce, and of the opportunity it had given him to address them. He referred to the deep sympathy and close connexion of the British Empire and the country of China; of the long front on which their boundaries marched together; of the thousands of British subjects residing in Chinese territory and the hundreds of thousands of Chinese resident in British territory. He went on to describe how China was industrially and commercially awakening, not among any small class, but with a nation-wide consciousness. There was no people, he said, to whom she looked more eagerly than to those of the British Empire. Dr. Koo then dwelt on the fact that business connections did not stop short at trade, but also developed friendship. Of this he had had personal experience at Washington. He paid a glowing tribute to the help that had been accorded to China on that occasion by Great Britain. Much of the success of the Conference, from the Chinese point of view, was due to the British and in that part played by the Association of British Chambers of Commerce in China, though quiet, was none the less sincere and effective. During his period as Chinese Minister in London, he had had many opportunities of observing the efforts made by the British community in China to promote the welfare, not only of Great Britain, but of China, and of all the Allied communities in China. These things were a good augury for the future. He wound up with some earnest reference to the importance of Great Britain contributing to the education of Chinese on British lines and paid a tribute to the efforts made by the British Chambers of Commerce in that direction.

Admiral Tsai TING-KUN then made a very delightful speech, which was greeted with loud applause, and a very pleasant entertainment thus came to an end.

THE RECENT CRICKET AT SHANGHAI.

OUTSTANDING POINTS.

A "contributed" article to the N.C. Daily News, of the 20th inst., says:—

An eleven raised by Captain Olliver and representing the Hongkong Services was a welcome attraction in Shanghai last week.

The team was on the whole stronger than the Hongkong Interport team which visited us in May, 1931, and the result, a win for Shanghai by five wickets, constitutes a more or less correct result.

The losers were captained by Major Bagnall, who is well known and deservedly popular in Shanghai. This is his fourth cricket visit to Shanghai and it was very gratifying to his many friends to witness his success with the bat. One wonders why he has not taken his batting more seriously on previous occasions.

We are sorry to hear of his early departure home as he will be sadly missed both on the cricket field and on the golf links. As a golfer he has deservedly made a reputation as a match winner. His many friends will wish him all the best of luck and a speedy return to East.

In the match under review the Services XI, batted first on a good fast wicket. Captain Olliver showed excellent form and we were lucky to get him out for 36. Le Fleming, Havelock, Davis and Bagnall all played a useful innings, especially the latter, but, like Shanghai, they had a decided fall.

The Services' second venture was not so good. Olliver lost sight of one from Cockburn who bowled very well indeed. Le Fleming played a useful but somewhat fluky innings and Davis and Bagnall again played pluckily but at the close Shanghai were set only 50 to make to win.

Another 50 runs to get and the Services might have won. As it was Hayward was badly missed at deep point and Vainwright beaten more than once. Davies bowled splendidly. Nothing better has been seen on the Shanghai Cricket Club ground for many years.

In every way a most interesting match with the better side the winner. With the inclusion of Quayle and Dr. O'Hara the Shanghai team is one of the best for many years and should take some beating in Interport games on their own ground.

An extra one-day match was concluded on the 14th. The Services team were with out Stewart, Sparks and Hayter and put up rather a disappointing show against a Shanghai Cricket Club team which included one or two reserves. Godel played a very attractive innings of 68 and was well supported by Vainwright, Day and Clifford. Scoring 200 for four, the innings was closed and Cockburn and Billings then dismissed the visitors for 97. Only Bagnall and Davies giving any trouble.

Cockburn's success as a bowler was not foreboded by his work in trial games. In fact he was regarded purely as a batsman and as such earned his place in the team. The Services XI will be very welcome if and when they pay us a return visit. In this match, as in that of 1929 under Captain Baird, they have won a number of friends who will be glad to see them again.

SHANGHAI CLAIM AGAINST HAMBURG-AMERIKA-LINIE.

TREATY PLEADED IN DEFENCE.

At the Mixed Court, Shanghai, last week, a motion was introduced before Magistrate Kwan and Mr. Blackburn, British Assessor, for a stay of execution of judgment in the action instituted by F. Alan Robinson, Official Receiver, at H.B.M.'s Supreme Court, at Shanghai, and the liquidator of Messrs. Westphal, King & Ramsay, Ltd., against the Hamburg-Amerika Linie, a German steamship company. In the action under notice, plaintiff claimed against the defendants the payment of £261, 16s. 6d., alleged to be moneys due by the defendants to the said Westphal, King & Ramsay, Ltd., in lieu of freight rebates, etc. In addition to the said sum of £261, 16s. 6d., plaintiff asked for costs and for such further and other relief as the Court might deem just and expedient. The first hearing took place on May 20th, 1933, before Magistrate Kwan and Mr. Grant-Jones when judgment was given in favour of plaintiff, with costs.

The motion, which was filed by Mr. C. S. Franklin, counsel for the defendants, was an application for stay of execution of judgment for the reason that "the nations of the respective countries hereto did, by the Treaty of Versailles, covenant and agree to settle all such details or claims through clearing offices established for that purpose."

The case was adjourned.

A SHROFF'S PLEA FOR LENIENCY.

WORKED UP GOOD BUSINESS AND THEN ABSCONDS.

Charged at the Magistracy yesterday, with absconding with \$500 from a rice shop at Wanchai, a Chinese openly admitted that he had spent the money.

Asked by the Magistrate how he had spent the money, the man said that he had invited his master to several dinners at different restaurants.

"But why should you invite him?" queried the Magistrate.

The defendant: Oh, he asked me to do so.

The master of the shop, who was present in Court, denied this, and the defendant then said that if the master was willing to take him back he would refund the money in instalments of \$10 or \$20.

"I am entitled to a little consideration as I have made his business for him."

As the Master related to the witness the defendant's suggestion, the Magistrate sent the man to prison for two months.

ALLEGED FRAUD ON KNITTING FACTORY.

INTERESTING DEFENCE.

An interesting defence was raised by Mr. E. E. A. Webster, in a case of obtaining goods by false pretences which was mentioned at the Magistracy, yesterday.

He contended that his client's actions were perfectly honest and if any action was to be taken it should have been in the nature of a civil action for debt.

Inspector J. Grant, who was in charge of the prosecution, said that on May 10th the defendant went to a knitting factory at Shum Shui Po and there ordered 30 dozen singlets. He asked that the goods be sent to No. 7, Peel Street, where payment would be made on delivery. On the following day the goods arrived and the defendant chopped the bill with the firm's chop, and told the defendant to call back within the hour for the money as the proprietor was out. When the *faki* called back within the hour he found the premises closed down and the defendant missing.

Mr. Webster said that his client was employed in the Li Choi firm and that he had authority to buy for the firm. On the 22nd March the business was sold to one named Wong Jui who agreed to take over all outstanding debts. On the day the goods were delivered the shop was closed down for debt. There was no intention of obtaining the goods by false pretences.

At this stage the case was put back to Wednesday next for the hearing of the evidence.

Regarding bail Inspector Grant suggested \$1,000.

Mr. Webster: Oh, Your Worship, that is absurd; I was going to suggest \$50.

Bail was eventually fixed at \$500 in two surety bonds of \$250 each.

FATAL BOAT FIRE AT SHAUKIWAN.

WOMAN AND GIRL DIE FROM SHOCK.

A woman and a little girl died in the Government Civil Hospital as the result of a fire on their boat at Shauckwan harbour on Tuesday night.

The family had anchored their boat and were preparing to settle down for the night when the little girl, aged nine years, accidentally upset the oil lamp. A shower of flame enveloped the parents and the child. Their shrieks attracted the boating population round about, but before the outbreak could be got under control the clothes of the woman and the child were practically burnt away. All three were removed to the Government Civil Hospital by ambulance. The woman died at noon the following day and the child two hours later. There are hopes that the man will recover.

SPORT.

TENNIS LEAGUE.

"A" Division.				
	P.	W.	L.	Pts.
I.R.C.	3	3	0	3
C.H.C.	3	3	0	3
V.S.C.C.	2	1	2	1
M.B.K.	3	1	2	1
H.K.C.C.	3	0	2	0
C.S.C.C.	2	0	2	0
Club de Recreo.	0	0	0	0
"B" Division.				
	P.	W.	L.	Pts.
C.R.C.	4	3	1	3
M.B.K.	3	3	0	3
Q.C.	3	2	1	2
C.C.C.	4	2	2	2
I.R.C.	3	2	1	2
Police	3	1	2	1
University	3	1	2	1
Kowloon	1	1	0	1
Club de Recreo.	3	0	3	0
C.S.C.C.	3	0	3	0

NEW CIGARETTE MACHINE.

EXPECTED TO REVOLUTIONIZE CIGARETTE INDUSTRY.

Advices have been received from our American correspondents that a machine for making cigarettes of entirely new design, and construction has been placed on the market.

This machine, which is called the "Triumph—Model UG" is capable of making 800 plain or tipped cigarettes a minute, or approximately half-a-million cigarettes a day. Devices can be furnished for making either round or oval cigarettes to be pasted or crimped, either plain or with tips of gold, cork or paraffin. It is claimed that this production is practically double that of any machine formerly known, and that the machine is a marvel of simplicity and can be operated by inexperienced girls.

Nearly a half century ago the original cigarette machine named "Bonsack" was introduced by the United Cigarette Machine Co. of Lynchburg, Virginia, whose "Universal" and "U-K" models are also known in every corner of the world. The latest achievement of the pioneers of the machinery for the great industry is their new made "Triumph" machine which the manufacturers state will revolutionize the industry.

THE WORLD THEATRE.

Warner's magnificent drama, "When we were twenty-one," in six parts, with a powerful cast, is being screened at the World Theatre. It is a tense story of love and sacrifice which holds the interest of the audience from beginning to end.

HIGH-HANDED PROCEEDINGS
IN HONGKONG.THE CASE OF COMMANDER
HASLEWOOD.

PROTEST IN PARLIAMENT.

LONDON, May 24th.
In the House of Commons, Mr. T. W. H. Inskip, C.B.E., K.C., called attention to the publication of a letter alleged to have been written by the Admiralty on October 8th, 1921, informing Commander Haslewood that the action of the Admiralty in requiring him to restrain his wife from attempting to secure the abolition of the system of *mui tai* was taken at the instigation of the Governor of Hongkong. Mr. Inskip suggested that the Government should take steps to repair the injury Commander Haslewood had suffered and withdraw the expression of displeasure he received.

Colonel Amery replied that the letter had been seriously misquoted in the question. The Admiralty did not take any action requiring Commander Haslewood to restrain his wife and they had no knowledge of the incident until Commander Haslewood returned to England at his own request. The Governor of Hongkong asked the Naval authorities in Hongkong to induce Commander Haslewood to restrain his wife from propaganda which in the opinion of the Governor was being conducted injudiciously. The Commander-in-Chief interviewed Commander Haslewood who was unwilling to use his influence as suggested. (Loud Opposition cheers). Mrs. Haslewood was seriously ill shortly afterwards and Commander Haslewood applied to return to England in order to proceed home with his wife which was agreed to. He was not asked to retire from the Navy. He retired some years previously and was only re-employed temporarily in war-time, and that re-employment was due to terminate owing to the restoration of peace. As far as the Admiralty were concerned Commander Haslewood received no injury and expression of displeasure.

Mr. Inskip protested against the Governor of Hongkong requesting a British lady to refrain from advocating the abolition of something inconsistent with the British Constitution.

Colonel Amery assumed that the Governor of any colony was entitled to express his views with regard to the judiciousness of propaganda, however well-intentioned, which might create trouble.

Colonel John Ward suggested that an apology was due to Mrs. Haslewood. The Speaker said further questions should be addressed to the Colonial Office. (The *Hongkong Daily Press*, alone in this Colony drew attention at the time to the circumstances in which Commander and Mrs. Haslewood were driven, by official pressure, to leave the Colony at the end of 1919. Although it is true that ultimately Commander Haslewood applied for permission to leave the Colony, he was led to take this course owing to the effects of the mental anxiety on his wife's health which they pressure put upon him had produced, and he realised that, in any case, his departure was inevitable, as he refused to attempt to restrict his wife's liberty of action. The matter would have been brought before Parliament earlier but for fear that it would deflect public attention from the *mui tai* question which Commander and Mrs. Haslewood have had so much at heart and have carried to such a successful issue.—Ed.)

BISHOP OF KWANG CHOW
WAN.

CONSECRATION IN HONGKONG.

The consecration took place at the Roman Catholic Cathedral, yesterday, of Father Gautier, recently appointed Bishop of Kwang Chow Wan. An impressive service took place and the Cathedral was specially decorated. The order of service explained that it was necessary that, failing its occurrence in Rome, the consecration should be solemnized in the Church, or at least within the Province to which the Bishop-Elect had been appointed. Father Gautier has been identified with missionary activities in Kwang Chow Wan and Indo-China, and latterly has been in residence in Hongkong, attached to the local Missions. This explained the choice of the local Cathedral as the place for the consecration ceremony, which was conducted by Bishop Pozzani, the Bishop of Swatow and other priests.

FATAL STABBING AFFAIR ON
THE S.S. "HONAM."FIREMAN CHARGED WITH
MURDER.

The quarrel between a fireman and a fishmonger, which took place on the S.S. *Honam* on the 7th inst., during a voyage from Canton to Hongkong, has had fatal results. The fishmonger who was stabbed in the back having died in hospital on the 22nd inst.

The affair is said to have been the result of a gambling quarrel, and the fireman is alleged to have used a knife in self-defence.

At the first hearing of the case a charge of cutting and wounding was preferred against the man. Yesterday the charge was amended to one of murder, and the case was again formally remanded for another week.

THE LAUNCHMEN'S STRIKE.

ALTERNATIVE CREWS AVAILABLE
IN LARGE NUMBERS.

THE NEGOTIATORS GETTING CLOSER.

Several more launches were at work in the harbour yesterday and the number is likely to be greatly increased, to-day, for large numbers of competent Chinese are offering themselves—actually without any stipulation as to police protection—for the work of running launches and tugs. They are quite satisfied, moreover, with rates of pay similar to those which the owners offered earlier in the dispute, and lower than those offered to the strikers yesterday. It looks as though the Chinese themselves do not quite approve of this strike.

CHINESE OWNERS COME INTO
LINE.

At any rate, the Chinese owners, who have the chief inconvenience, have withdrawn their acceptance of the men's full demands. They say that the strike cancels that acceptance and they now range themselves with the other owners and will agree to the same settlement and no other.

As the men seemed unable to understand what was meant by a minimum wage, the owners' representatives amended their offer to a 50 per cent. increase for the 210 men, with a flat increase of \$1 on all other wages. This, though unsatisfactory, and possibly not as advantageous to some men as the former offer, might appeal more strongly, it was thought, to the men's delegates. The latter promptly responded with a counter-demand of \$2 and after nearly three hours' conference, the meeting broke up with the owners' offer standing at \$1.50 and the men's at \$3.50.

The men seemed to think at this stage (a *Daily Press* representative gleaned afterwards) that they had made a generous concession but the owners' reply to that was, "You have merely come down from something you hoped to get. The \$4.50 is money we have to find over and above what we now pay, multiplied by about 4,000." (The estimated number of men concerned). With men offering themselves for employment at lower wages than those offered the delegates, the owners' representatives naturally felt it worth while to fight for the outstanding dollar, and save \$4,000 a month to themselves.

The men went to Yau-mai to call a meeting to put this situation before their constituents. As no doubt, news of the willingness of their compatriots to serve on the launches has been spreading all day amongst the Chinese the temper of the meeting last night was probably conciliatory.

LAUNCH OWNERS' MEETING.

At a fully attended meeting of launch-owners yesterday afternoon, further arrangements to increase and strengthen the organisation of towing launches in the harbour were approved. All owners signified their willingness to lend launches to assist in maintaining the ordinary conditions of trade in the harbour.

A launch owner from this meeting, interviewed over a cup of tea at Wiseman's, was jubilant as to the prospects of greatly increased towing and other facilities in the harbour by the morning.

ANOTHER LONG CONFERENCE
AT THE S.C.A.

The Secretary for Chinese Affairs (the Hon. Mr. E. R. Hallifax) made a statement to press representatives, last night, in the following terms:—

The delegates of the launchmen arrived with a letter saying they had full powers from the Association. There was some doubt as to possible limitation of these powers by verbal instructions not to yield beyond a certain point.

The representatives of the British and foreign owners offered a new scale which was intended to meet the difficulties revealed at the end of last week.

OWNERS' NEW OFFER.

This new scale was:—

On wages from \$1 to \$10, an increase of 50 per cent.
A flat increase of \$4 on all other wages.

The increase to date as from the 1st of April.

The offer of a flat increase of \$4 was raised, in the course of negotiation, to \$4.50.

The delegates made a counter request of a flat rate of \$6 on all wages, throughout. Later, they reduced this to \$5.50, but declared emphatically that no further reduction was possible.

POSITION OF CHINESE OWNERS.

The Chinese owners made it clear that their previous offer was cancelled by the strike, and that they intended to adopt the same settlement as the British and foreign owners.

The men's delegates were requested to put the whole position to the men at a meeting to-night (Thursday) and notify the Secretary for Chinese Affairs in the morning (Friday), at 10 o'clock.

The delegates were informed that other Chinese crews in increasing numbers were becoming available at lower rates than those now offered to them. These other crews were offering to work at the following rates:—

Engineers and coxswains \$25
Deck hands and stokers \$14

The employers wished to get the old hands back but could only do so on a reasonable settlement.

NO PAY DURING STRIKE.

Mr. G. M. Young, one of the owners' representatives, informed a representative of the *Daily Press*, after the conference, that the men's nine demands were not discussed at the conference and that it was explained that the owners could not accept the principle of payment of wages during the strike.

BATTLE ON THE PEAK.

SANITARY COOLIES AND CHAIR
COOLIES AS BELLIGERENTS.

It is customary to refer to Yau-mai as "Lawless Yau-mai" for there of an evening it is not unusual to witness an exciting "scrap" between the Police and the lawless gangs that infest the district. Apparently the chair coolies on the peak long for the excitement of their brothers across the water and their yearnings have ended in a battle-royal between themselves and the scavenging coolies, in which heads were broken and the peaceful serenity of the district greatly disturbed.

The state of war is said to have existed from last Saturday. It is said that when the scavengers wanted to sweep the road near the tram station the chair coolies refused to remove their chairs out of the way. Though a smaller party the scavengers took it upon themselves to have the chairs removed. A party fight ensued and the outnumbered scavengers got much the worse of the encounter.

On Wednesday the scavengers sought their revenge and about 30, armed with bamboo poles and iron bars, marched to battle on the Peak. A search for the private chair coolies proved fruitless. They were not to be found. Spotting the public chair coolies near the Tram Station they apparently concluded that one type of chair coolie was as good for their purpose as another, and there and then placed themselves in fighting array.

The coolies' stand was rushed and several were laid out before it was realised what had happened. The chair coolies retaliated as best they could, and kept the attackers at bay pending the arrival of the police, who quelled the disturbance and arrested fifteen of the scavengers. There were many casualties on both sides and a number of broken heads had to be dressed at the Government Civil Hospital.

At the Magistracy, yesterday, the fifteen arrested men were brought before Mr. Lindell and charged with disorderly conduct and assault.

Mr. E. D. C. Wolfe, Captain Superintendent of Police, prosecuted, Mr. G. R. Sayer, Head of the Sanitary Board, was also present.

Mr. Wolfe said that the trouble arose over the private chair coolies refusing to remove their chairs for the Sanitary Boardmen to wash the road, when they were requested to do so on Saturday morning. The scavengers removed the chairs themselves. They did not go very tenderly about the job, and the chairs were handled somewhat roughly. The chair coolies resented this and assaulted them.

At this stage the case was adjourned to the afternoon for further hearing when Mr. B. C. Perdue, Assistant Superintendent of Police, conducted the case for the prosecution.

The first witness called was a Chinese constable, who said that he was on duty near the Chair Coolies' Stand when he heard a considerable commotion and shouts of "strike." He then saw a number of scavengers and chair coolies running about. He blew his whistle and telephoned to the Peak Police Station for assistance. He succeeded in arresting one man. Both the scavengers and chair coolies carried bamboo poles and some of them carried iron bars.

Questioned by the Magistrate the constable could not say which party were the aggressors.

A number of chair coolies were then called, and they all told the same tale about being beaten with iron bars, but they would not say who were the aggressors.

After several witnesses had given evidence the Magistrate said: "If they go on like this there is no possible way of finding out the aggressors. I do not believe their story that one moment they were at work and the next they were attacked. There must have been some cause for all this. If the first witness (the Chinese constable) had not been such a fool, we might have found this out."

Mr. Perdue: He saw the chair coolies running away and the sanitary coolies ran away immediately the Police arrived.

The Magistrate: I don't think I can do anything but let them over.

Mr. Perdue: The Sanitary Board coolies brought their weapons.

The Magistrate: Yes, and they are not part of their outfit. If I could find out that they were the aggressors I would punish them severely.

The Magistrate to the Interpreter: Ask the first defendant what he knows about it; he must know.

The first defendant: I was not on the spot; I don't know.

The Magistrate: You are the foreman. You do know. If you don't you are not fit to be the foreman that's all. Come, now, you must know, tell me!

The first defendant: I heard that some of my men had run into the chair coolies on Saturday. Yesterday the same thing happened.

The Magistrate to the Interpreter: Tell them they are all bound over for six months on a personal bond of \$50 each, and explain what that means. If they are brought here within that time they will forfeit the bond and be punished as well.

THE GAGE STREET HOUSE

COLLAPSE.

CONTRACTORS CHARGED WITH
MANSLAUGHTER.

WERE THE BALCONIES SHORED?

The case, in which four Chinese building contractors are charged with the manslaughter of a female earth cooler, named Wong Hon, who was killed in the partial collapse of a house at No. 27, Gage Street, on May 1st, came up for hearing yesterday afternoon.

It will be remembered that a large house was in course of demolition and the work had reached the first floor verandah upon which a large quantity of beams, flooring and iron work had been placed. The verandah collapsed and a number of earth coolies (women) engaged on the work were buried in the debris. The woman Wong Hon was crushed to death and two others were seriously injured. The police allege negligence on the part of the contractors.

The four men charged are Chan Sik, the principal contractor, Chap Mau, his foreman, Chan Sam, a sub-contractor, and Wu Lit, a jobbing contractor. The charge preferred against all four reads as follows: That they "unlawfully and feloniously did kill and slay one Wong Hon, against the peace of our Lord and King, his Crown and dignity."

Mr. H. K. Holmes, the Acting Crown Solicitor, appeared for the prosecution, and Mr. A. E. Hall represented all four defendants.

Mr. Holmes, in opening the case, explained that on the first floor level of the building which was being demolished there were two balconies projecting into Gage Street. They were built of stone, with stone brackets. The balconies and the brackets were very heavy and built into the wall of the house. The collapse was caused by the weight above had been removed. He thought that some sort of shoring must have been needed to keep the brackets in place, owing to their great weight; but no shoring was used. He considered it was the duty of the contractor controlling the coolies to provide shoring to enable the coolies to work in safety. The cause of the collapse was due to the removal of the wall immediately above the balcony, thus weakening the brackets. If workmen were allowed to work where there was no shoring then he submitted that the contractor was responsible for whatever injury resulted from a collapse.

Dr. A. R. Eder gave evidence regarding the injuries received by the woman who was killed. Death, he said, appeared to be due to cerebral hemorrhage and to shock.

Mr. A. E. Wright, Executive Engineer in charge of the Building-Ordinance Office, Public Works Department, put in plans of the district, showing the position of No. 27, Gage Street. The records showed that the building was a very old one. He could not state the year of construction but existing plans showed that alterations had been made in the year 1890. On January 18th plans were submitted for pulling down the house and for the erection of four new ones. This was approved on January 20th. The work commenced sometime between that date and April 30th. On May 1st witness received a telephone message that a collapse had occurred at No. 27, Gage Street. He visited the premises and found that a portion of the building had fallen into the street. Among the material which had fallen were many slabs of granite and from their shape and appearance he came to the conclusion that they were portions of the balconies. On the Street side the stone balconies were still standing, though the wall above had been pulled down to that level. No shoring had been erected to the Peel Street balconies and as the witness considered this dangerous he gave orders for the remaining balconies to be shored up. The collapse was practically confined to the balcony in Gage Street and to the brick work immediately below. The wall below did not collapse. The reason for the collapse in his opinion was the removal of the weight above the stone brackets supporting the balcony. The building was a sound one and no difficulty should have been experienced in pulling it down. The brackets should have been shored before the wall was demolished. A casual observer might not have noticed that this was necessary, but anyone responsible for the demolition of the building should have made an inspection, not necessarily a careful one, and discovered the form of construction of the building before the demolition commenced.

The witness was then cross-examined by Mr. Hall, who asked:—Would the collapse be caused by a heavy downpour of rain?

Witness: No.

Mr. Hall: Or by an earthquake?—That might have helped to bring it down.

You do not know personally whether or not the brackets were shored?—No.

Mr. A. G. Hewitt, architect, said that he prepared the plans for the construction of a new building at No. 27, Gage Street. The building under demolition was a very well built old house. The balconies should not have fallen provided that precautions had been taken. He could not say whether they had been shored or not.

Mr. Hall: If the brackets were shored, could they have come down?

Witness: No, I don't think so—Unless an earthquake would have brought them down.

Inspector Macdonald said that when he arrived at the scene of the collapse he saw one woman being taken out of the debris. She was removed to hospital. There were shouts of "save life" from under the debris and they commenced to remove the debris from the front of the house. There they found a woman trampled down with a large boulder. On being released, 20 minutes later, the woman was dead. Another woman was released later in the morning.

After further formal evidence had been taken, the further hearing was adjourned.

The Crown propose to call another twelve witnesses before the case for the prosecution is concluded.

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CHINA AND GLASS DEPT.

BLUE WILLOW PATTERN
BREAKFAST WARE.

We have just received a delivery of this old favourite
China-ware and are able to offer it at greatly reduced
prices:—

Plates in 4 sizes ...	...\$4, \$4.50, \$5 & \$6.50 per dozen.
Dishes in 3 sizes ...	...\$1, \$1.50 & \$2.00 each.
Vegetable Dish divided ...	...\$5.25 "
Breakfast Cups & Saucers ...	...\$8.50 per dozen.
Tea Cups Saucers ...	...\$7.50 "
Tea Pots in 3 sizes ...	...\$1.75, \$2.25 & \$2.75 each.
Coffee Pots in 2 sizes ...	...\$2.00 & \$2.75 "
Jugs in 4 sizes ...	...\$.70, \$.80, \$.90 & \$1.00 "
Covered Sugars ...	...\$1.75 "
Sugar Bowls ...	...\$.80 "
Butter Dishes ...	...\$2.25 each.
Egg Cups ...	...\$3.50 per dozen.

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CAFÉ WISEMAN

undertake to cook

CHICKENS, HAMS, GAME, Etc.

ALSO

GAME PIES, CHICKEN & HAM PIES,
VEAL & HAM PIES.

Ready to serve cold

FOR

Motor and Bathing Picnics,
Cold Luicheons, etc.

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NEW

COLUMBIA RECORDS

3569 SONG OF INDIA ... For-Trot	3572 LOVE DAYS ... For-Trot
(TO A WILD ROSE ... "	(LITTLE THOUGHTS ... "
(CALIFORNIA ... "	(IF YOU KNEW ... "
3568 AN OLD FASHIONED ... "	(SHE'S A MEAN JOB ... "
GIRL ... "	(VIRGINIAN BLUES ... "
3563 DOO DAE BLUES ... "	3570 DEAR OLD SOUTH ... "
(LO-LA-LO ... "	(LAND ... "

ANDERSON'S

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THE NEWEST—AND
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PROCURABLE.

SILK AND WOOL --
-- SPUN SILK --
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New stock just received in
many attractive designs.

These goods represent the last word in quality, style
and all-round value and are ideal for SUMMER WEAR.



CABLES.

LATEST CABLES.
[THROUGH RUTHER'S AGENCY.]THE CANADIAN BUDGET.
DUTY REDUCTIONS ON BRITISH GOODS.

OTTAWA, May 24th.
A reduction in the duties on fifty articles was announced by the Minister of Finance in his Budget speech. This applies almost entirely to imports under the British preferential tariff, the exception being agricultural implements.

DUTY REDUCED ON UNFINISHED SILK.

The duty on unfinished silk is reduced from 17½ per cent. to 10 per cent. preferential. The Minister announced various taxation increases and new taxes and said the United States could not expect concessions in the present circumstances, although he hoped for an eventual improvement in trade relations.

EXPENDITURE EXCEEDS REVENUE.

The estimated revenue was \$332,000,000 and expenditure \$487,000,000. He did not anticipate a rapid restoration to prosperity, but believed there would be a quiet and steady improvement.

SITUATION IN IRELAND.

MURDEROUS ATTACK ON CIVILIANS.

LONDON, May 24th.
Rifles, revolvers and machine-guns figured in the murderous fighting at Belfast on Tuesday, when gunmen acting in concert poured a stream of bullets into the crowded streets while the workers were returning homeward. Three were killed, and twenty wounded, several of them being women and girls. The round-up of Sinn Féin men is continuing and it is stated that up to the present 250 have been arrested.

SOVIET MACHINATIONS.

HUNGER AS AID TO COMMUNIST PROPOGANDA.

BERLIN, May 24th.
Advisers from Moscow state that the Soviet Government is endeavoring to gain economic advantages in Afghanistan, Persia, Bokhara and Khiva. A Persian mission is now in Moscow negotiating a trade agreement.

The customs tariff between the Asiatic border states and Russia has been abolished and it is said that the Soviet thus hopes not only to import foodstuffs, but to raise prices in the countries concerned, thus making the people of the border states dissatisfied, and more amenable to Communist propaganda.

WORLD LABOUR CONGRESS.

COMMUNIST PROPOSAL FALLS THROUGH.

LONDON, May 24th.
A conference between a committee of nine delegates from the three International Labour Organizations to convene a world Labour Congress ended without result after sharp recriminations between the representatives of the Second and Third Internationals.

AUSTRIAN CABINET RESIGNS.

VIENNA, May 24th.
The Schober Cabinet has resigned. This is due to Parliament cutting down Government credits.

EARLIER CABLES.

THE ENGINEERING DISPUTE.

LONDON, May 24th.
The Amalgamated Engineers' Union has reopened negotiations with the employers.

LATER.
There is another breakdown in the engineering dispute. The employers and the A.E.U. failing to reach an agreement, separated and no further meeting has been arranged. The employers rejected the counter-proposals and submitted proposals which are being considered by the other forty-seven Unions, with regard to which the A.E.U., after consideration, said they are unable to make any further statement to-day.

U.S. RAILROAD FREIGHTS.

BIG REDUCTIONS IN EARNINGS ORDERED.

WASHINGTON, May 24th.
The Interstate Commerce Commission has ordered reductions averaging over ten per cent. on railroad freight rates from July 1st. Agricultural products, however, will not be affected. The Commission decided that a railroad is entitled to earn only 5½ per cent. on the value of the railroad property, instead of 6 per cent. fixed by the transportation law as a reasonable return.

The reductions are approximately 14 per cent. in Eastern territory, 13 per cent. in Western and 12 per cent. in Southern and Mountain Pacific.

BRITISH ROUND THE WORLD FLIGHT.

FOLLOWING SIR ROSS SMITH'S ROUTE.

LONDON, May 24th.
Major W. T. Blake, Lieut.-Colonel Broome and Capt. Norman MacMillan started from Croydon this afternoon on a world flight, proposing to follow generally the late Sir Ross Smith's route. Their Majesties wished the aviators God speed and there was an enthusiastic send-off by the crowd.

CO-OPERATIVE RAILWAY IN GERMANY.

EXPERTS REJECT SUGGESTION.

BERLIN, May 25th.
According to the *Vorwärts*, a committee of experts, appointed by the Ministry of Transport has rejected the suggestion of the Imperial Union of German Industry to transform the railway administration into a Co-operative Company.

GERMAN WARSHIPS COLLIDE.

TEN LIVES LOST.

BERLIN, May 25th.
During night maneuvers there was a collision near Sassnitz between the warship *Hannover* and the new torpedo-boat *Sik*. Ten of the crew of the latter were killed.

GERMAN EXPORTS.

AN INCREASE.

BERLIN, May 24th.
During the first quarter of 1922, Germany exported 4,747 motor-cars, 1,315 motor-cycles and separate parts, valued respectively at 39,000,000 marks, 22,000,000 marks and 20,500,000 marks.

The exports generally were more favorable than for the last three months of 1921. The main export was to neutral countries. The entire export to the Entente countries was half that of Holland alone.

BRITISH OFFICER ASSASSINATED IN EGYPT.

CAIRO, May 24th.
A message from Benghazi states that Col. (T) Canfield-Cave, Assistant Commandant of B. Division at Cairo, was shot at with a revolver and killed whilst cycling to his home this afternoon.

RUSSO-ITALIAN COMMERCIAL TREATY.

GENOA, May 24th.
The Russo-Italian Commercial Treaty has been signed.

SOLICITOR AND HIS INTERPRETER.

LEGAL ASPECT OF THEIR RELATIONSHIP.

A case of some interest in legal circles was heard by the Acting Puisne Judge (Mr. J. R. Wood) in the Summary Court, yesterday. An Indian, formerly interpreter to Mr. G. R. Haywood, solicitor, was sued for the return of a promissory note, stated to have been handed to him so that he might collect the amount of the debt or arrange with his principal for legal proceedings to be taken.

Mr. H. H. Turner, who represented the plaintiff—an Indian money-lender—said that from the time the defendant was asked how the matter was proceeding and ultimately he denied all knowledge of the note. The parties then had "words" which led to police court proceedings. The plaintiff, in the witness box, in reply to Mr. C. A. S. Russ, for the defence, said he got no receipt for the document. No one saw him hand the note to defendant. He did not know why defendant kept the note.

Mr. Russ: You don't suggest you cannot get your money. You have these two men in Court who signed the note. Witness: I don't know what they will say.

One of two Chinese chauffeurs who had signed the note then went into the box and said he borrowed \$50 from plaintiff and signed for \$140. The other Chinese said he was guarantor for the first chauffeur. The money had never been repaid.

Mr. Russ put forward the defence that defendant had never received the document. The Judge held that the document had been received.

Mr. Russ then endeavored to show that the plaintiff had no cause of action. He argued that defendant received the document as agent for the principal, Mr. Haywood. The principal was therefore the only person who could properly be sued for its recovery.

As to damages Mr. Russ said the difference between nothing and nothing equals nothing. The note had no intrinsic value and plaintiff could only claim damages if he could show that without the note he could not recover his money. As a matter of fact he was in a better position now than with the note, because he had the sworn statements of the two men that they signed the note and were liable.

Mr. Turner replied that the note had never come into the physical or mental possession of Mr. Haywood. He argued that the principal was not liable in these circumstances and that plaintiff had good ground of action against defendant. Interpreters in this Colony were go-betweens and agents for the introduction of business. They received certain documents and in this case the agent received a document which he never passed on to the principal. He further submitted that plaintiff was entitled to substantial damages.

Judgment was reserved.

FAR EASTERN CABLE NEWS.

[THROUGH RUTHER'S AGENCY.]

WILL THERE BE WAR?

THE RUSSO-JAPANESE IMBROGLIO.

BERLIN, May 24th.
Advisers from Moscow report that the Far Eastern Republic is asking for help to meet the Japanese military activity and it has been decided to send troops and war material to its aid immediately.

THE SINKING OF THE "EGYPT."

AFFECTING SCENES AT VICTORIA STATION.

LONDON, May 24th.
Affecting scenes were witnessed at Victoria Station this morning when eighteen passengers, who were survivors from the *Egypt*, arrived from Paris. Many of the relatives of the survivors were on the platform and there were affectionate embraces and hand-shakings. Some were overcome with emotion.

NO REVOLVERS IN POSSESSION OF LASCARS.

Several of the survivors declared that the *Lascars* became panic stricken and rushed the boats, but they were generally agreed that the *Lascars* did not carry revolvers. There was only one revolver aboard and only two or three shots were fired.

CHANG ISO LIN'S THREAT.

TIENTSIN, May 25th.
Chang Tso Lin is at present in possession of over ninety per cent. of the Peking-Mukden railway rolling stock and threatens to destroy the lot if he is again compelled to retreat.

FOREIGNERS SAFE BUT CHINESE IN A PANIC.

PEKING, May 25th.
The Fengtien forces have not carried out their threat to occupy Peitaiho beach. Parties of them came to the edge of the foreign settlement, but apparently decided to go no farther.

TELEGRAMS TO-DAY SAY THAT NO TROUBLE IS EXPECTED BUT THE PANIC AMONG THE CHINESE AT CHINWANGTSA IS UNABATED.

BANK OF CHINA.

REUTER'S INCORRECT REPORT.

PEKING, May 24th.
The report of the meeting of shareholders of the Bank of China—which was obtained by Reuter's from Chinese sources and was checked by a member of the Sino-banking group who apparently did not read it carefully, proves to have been incorrect, particularly as regards the result of the year's work. The following extract from the official report gives the correct figures: "The total amount of deposit at the end of 1922 was \$4,536,610,000."

The outstanding credit was \$1,572,330,000 while the aggregate of both receipts and payments was \$21,647,160,000. The net profit of the bank during last year, was \$549,201,47."

PEKING APPOINTMENTS.

PEKING, May 24th.
Mandates issued this afternoon appoint Tun Kang and Kuen Chung, Acting Ministers of Finance and Communication respectively.

THE POOTUNG WEAVERS' STRIKE.

THREATS AND COUNTER-THREATS.

SHANGHAI, May 25th.
The Pootung police authorities to-day threatened to seal up the head-quarters of the Pootung branch of the Weaver's Union unless the employees in the Nikko cotton-mills, mentioned as having struck in a cable message dated 23rd inst., return to work at once.

In return 3,000 women threaten to picket the Police Station and also if the two strike leaders now jailed are not released by Sunday.

CHINESE DELEGATE AT MOSCOW.

LONDON, May 24th.
Mr. Shen Chun Suin, a special Chinese delegate, has arrived at Moscow with a secretary and attaché. He interviewed M. Karakhan and asked for inclusion in the permanent diplomatic corps.

(Continued at foot of next column.)

COMPANY MEETING.

PEAK TRAMWAYS COMPANY, LTD.

The annual general meeting of this Company was held yesterday morning at the Hongkong Hotel. Mr. D. E. Clark (Chairman) presided and there were also present: the Hon. Mr. A. O. Lang, Mr. W. E. L. Shenton, Mr. C. C. Boyd and Mr. H. W. Sassoon (Directors); Mr. G. Rapp (Secretary); Messrs. J. A. Tarrant, W. Morley, J. D. Humphreys and J. M. Wong (shareholders).

The Chairman said:—Gentlemen,—The profits for the year are \$15,548.04 less than the preceding year, but this difference is nearly all accounted for by the fact that the profits-realised on investment are less by \$15,721.40. There is, however, a slight falling-off in traffic receipts. This we attribute to the exceptionally heavy rains in May and June last, most of the decrease occurring in those two months.

You will notice a considerable increase under the heading "Permanent Way." Cost of "regrading" line, which was previously shown separately, is now included; in addition, the cost of the new granite viaduct at the top station—less the value of the old brick viaduct—has been charged to this account. The work of relaying the track, with the heavier rails is proceeding and nearly half the work is already completed.

I trust you will approve the proposed distribution of profits. Special repairs during the year have been heavy and a lot of work still remains to be undertaken. For this reason we are asking your sanction to transfer a further \$10,000 to the credit of this account. We also propose to transfer a further \$10,000 to reserve, which will then stand at \$60,000.

I had hoped at this meeting to be in a position to give you some information about the new haulage machinery which is proposed to install. Tenders for this have, in fact, just arrived, but before anything can be definitely settled there are several matters to be discussed with the Hongkong Electric Company, to whom we shall look for our supply of electrical energy.

I now propose that the report and statement of accounts, as presented, be duly adopted.

The Chairman proposed that the Hon. Sir Paul Chaker, the Hon. Mr. A. O. Lang, Mr. W. E. L. Shenton, Mr. C. C. Boyd and Mr. H. W. Sassoon be re-elected Directors.

Mr. J. M. Wong seconded and this was approved.

Mr. J. D. HUMPHREYS proposed, and Mr. W. MORLEY seconded, the re-election of the auditors, Messrs. Lowe, Bingham and Matthews and C. Bernard Brown.

This concluded the business.

BANQUE INDUSTRIELLE.

PROCEEDINGS AGAINST FRENCH DIRECTORS.

PARIS, May 24th.
The examining Magistrates in the Judicial Enquiry into the affairs of the Banque Industrielle de Chine, have decided in favour of proceedings against the French directors for the declaration of fictitious dividends in the year 1919.

CHINESE STUDENTS IN ENGLAND.

EAR-MARKING PART OF THE BOXER INDEMNITY.

LONDON, May 24th.
In the House of Commons, replying to Col. L'Estrange Malone, Mr. Harmsworth said that no meeting of the Jordan Committee, to consider the question of the education of Chinese on British lines, had been held since October 6th, in consequence of the absence of Sir John Jordan and Sir Charles Addis from England, but it is proposed to hold the next meeting in the immediate future.

REPLYING TO MR. R. WADDINGTON (CO. U.) REGARDING THE BOXER INDEMNITY AND THE DESIRABILITY OF EAR-MARKING PORTION FOR THE PROMOTION OF ANGLICAN EDUCATION, MR. HARMSWORTH SAID THAT THE NEXT MONTHLY ADVANCE ON ACCOUNT OF THE INDEMNITY, AMOUNTING TO £24,000, WAS DUE ON JANUARY 1ST NEXT, AND REFERRED THE QUESTION TO HIS STATEMENT CABLED ON THE 16TH INST.

The previous cable stated:—Sir J. D. Rees, Mr. Harmsworth said that a Committee on the education of Chinese on British lines had been appointed because the British community in China and well-informed opinion in England believed the question to be considerably important. Until the Committee reported it was premature to discuss the question of expenditure.

Sir J. D. Rees pointed out that taxpayers and ratepayers in Britain were finding £100,000,000 this year for education and asked were they not entitled to any little thing that might help them to meet that burden.

Mr. Gresham Stewart pointed out that Americans had invested a great deal of money in educating Chinese, and if we did the same it would very much help British trade and interests.

Mr. Harmsworth replied that he was aware Americans had spent large sums on education in China, and they considered them very well spent indeed.

OUR LONDON LETTER.

THE NORTHOLIFFE PRESS ON FAR EAST PROBLEMS.

REMARKABLE ATTACK UPON JAPAN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, April 20th.

CHINA IN THE LIMELIGHT.

The Genoa Conference and other absorbing topics take second place for the moment in the Northcliffe Press compared with the problems of the Far East. In a long article which occupies the principal position in the *Daily Mail*, Lord Northcliffe discusses affairs from a political standpoint. The general effect is to create a rather blurred impression on the minds of readers not well versed in Far East questions, more especially as the readers of these same papers have had the Japanese lauded to the skies as most wonderful people for years past. Why have the change come about, it may be asked. Why have the Japanese fallen out of favour? His Lordship prints in full the famous Treaty presented to China by Japan in 1915 containing the Twenty-one Demands, and he claims that the preposterous terms it contained would have been forced upon the Chinese but for timely newspaper publicity. Lord Northcliffe takes the view that the military party in Japan is dominant, and that it has no more respect for world opinion or Washington agreements in dealing with China than the Berlin military party had for the sanctity of treaties when they decided to declare war in 1914.

SUPPORT OF THE "TIMES."

On the same day that this *Daily Mail* attack on Japan appeared over the signature of Lord Northcliffe, the *Times* published a three-column article by Mr. D. Fraser, for the past ten years the Peking correspondent of the paper, who is now in England. He described in detail the chaotic conditions prevailing in China as a result of the rivalries and greed of various Tschuns; and no doubt is left on the mind that a good deal of the trouble is, at bottom, due to Japanese intrigue, backed by Japanese money. A leader in the *Times* points the moral and adorns the tale.

To anyone acquainted with the methods of the Northcliffe papers when his Lordship gives the word it requires no gift of prophecy to realise that Japan will now appear to be the villain of the piece in nearly everything that happens in the Far East. The picture at present painted represents Japan as a dangerous, scheming, ambitious Power with sinister designs upon China. Lord Northcliffe, back from his rapid tour through the Far East, has evidently made up his mind, and your readers will be in a position to judge what the ultimate effect of an anti-Japanese campaign is likely to be. One thing is certain, however, and that is that the British public is not likely to lack guidance of a sort about the Far East for some time to come.

FAMOUS AVIATOR'S DEATH.

The death of Sir Ross Smith marks the passing of one of the greatest pioneers of aviation. He had made history by his great flight to Australia in 1919, and he was looking forward to the still greater adventure of flying round the world, starting from England at the end of April. On this voyage by air he was to cross France, and then flown on to Egypt, Mesopotamia, Persia, India, Burma, China, Japan, Kamchatka, the Aleutian Islands, Alaska, Canada, New York, St. John's, and thence across the Atlantic back to England. It is one of the ironies of Fate that so intrepid a spirit should have met his death in a practice flight in perfect weather on a sunny afternoon at Brooklands.

There was nothing of the picturesque, devil-may-care, adventurer about Sir Ross Smith. A slim, dapper figure, he resembled a prosaic business man in his personal appearance. He was quiet, and precise in speech, and altogether the opposite to what is traditionally supposed to be the hero of aerial achievement. An Australian by birth, he did good service in the war, and afterwards towards the end of 1918 he took part with two other aviators in the first flight from Cairo to Calcutta. Later he made an air reconnaissance with Commander Borton for aerodromes in Burma, Siam, Malay States, and the Dutch East Indies. The information thus obtained was of the utmost value to him in his subsequent flight to Australia.

It is pleasant to recall now that Sir Ross Smith and his brother, Sir Keith Smith, became close "pals for life" with the two mechanics who accompanied them to Australia. On that memorable journey there was no distinction of rank; and when they received the Australian Government's reward of £10,000 the four shared and shared alike.

SIR ARTHUR BALFOUR'S PREFERENCE.

Until the last moment denials with every semblance of authority were issued to the effect that Sir Arthur Balfour would not accept a peerage. Then to everybody's surprise the official announcement appeared announcing that the King had been pleased to confer upon him the dignity of an Earl. One of these days, perhaps, the reason why he consented after so many refusals of the honour as have been alleged will be made known, and it will prove an interesting bit of political history. His elevation to the House of Lords will leave the Commons without its most skilful debater, and it will be interesting to watch how the new Earl will comport himself in the cold, not to say forbidding, atmosphere of the other Chamber. One of the best economists I have read of this statesman says his entrance to the Lords will give to that body the finest living specimen of what he calls a "theoretical" man, namely, a man who has made full, wise and worthy use of extraordinary early advantages of fortune, and who has governed his life on

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PRIVATE TRADE IN RUSSIA.

ADVERTISEMENTS APPEAR AGAIN.

A Russian correspondent writes to the *Manchester Guardian*—Advertisements columns have reappeared in the Russian newspapers after a long absence. But none of the other firms that took up most of the advertising space appear now there is no sign of Gabay, the cigarette makers; of Abrikoff, the takers; of Brocard, the perfumers; of Rimsky, confectioners; of Popoff, tea merchants; of Kuznetsov, porcelain manufacturers. New firms hitherto unknown have taken their place. A kind of laboratory called "York" offers an artificial sugar, also peppermint-oil, rat poison, and—especially recommended—"testabets." These tea-tablets contain tea, sugar and lemon. They require neither cup, nor spoon, nor boiling water, but are simply eaten as a tea substitute. The All-Russian Union "Vaskoles" accepts orders for tar, resin, and turpentine, and asks for string, nails, gloves, felt boots, caps and stockings in exchange. Money is not accepted. A new firm called "Melitoni" offers to carry out plans and projects for renovating and rebuilding mills. The Moscow Co-operative "Rimago" offers its wares in exchange for electrical and technical appliances. The State Treasury for storing precious objects, "advertisements for expert jewellers." It already employs the former Court jewellers Fabergé and Pavloff. The bank in the recently opened "Exchange on the Nyinka has been for sale for some time past, but hitherto it has found no purchaser. The Communist University of the Working East (visited by Koreans, Mongols, Bokharans, and Hindus) advertises for twenty electric bulbs. The Directorate of the Alexander Railway wishes to buy 10,000 pounds of straw. The Bureau of the People's Commune advertises for 1,000 pounds of sealing-wax.

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WHITE HORSE
WHISKY
GREAT AGE and BOUQUET.
Heart Tonic, Digestive, Non-Gouty.
Sold by all Wine Merchants, Grocers, and Hotels.

MACKIE & CO. DISTILLERS, LTD.
refuse to use younger whisky in their **WHITE HORSE CELLAR** Blend, simply to increase output.

They are still restricting supplies to enable them to adhere to their Pre-war Standard and declare that



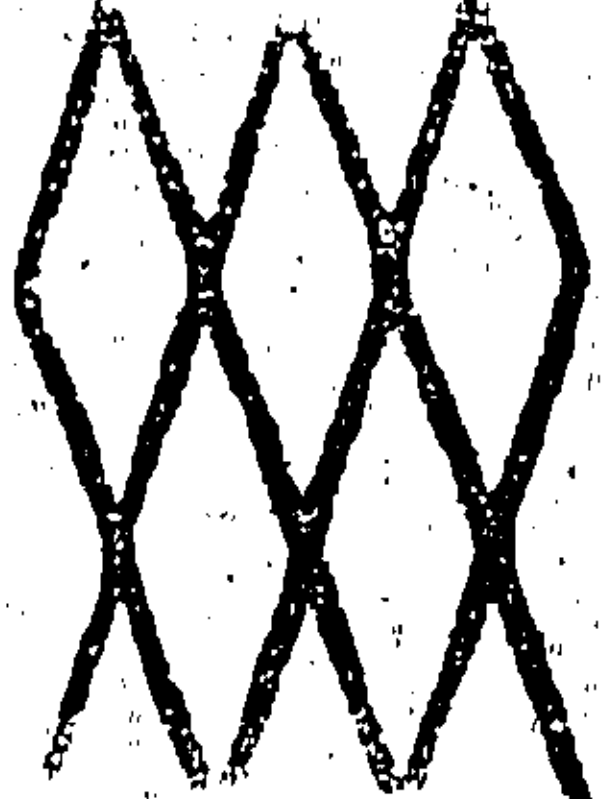
"THERE IS NO SCOTCH WHISKY IN THE WORLD TO-DAY WHICH APPROACHES OURS IN RESPECT OF AGE AND MELLOWNESS."

SOLE AGENTS FOR
HONGKONG AND SOUTH CHINA:

LANE, CRAWFORD, LTD.

EXPANDED METAL
FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN NUMEROUS IMPORTANT WORKS IN GREAT BRITAIN AND AMERICA.



FOR FLOOR, ROOF, FOUNDATION, WALL, ETC.

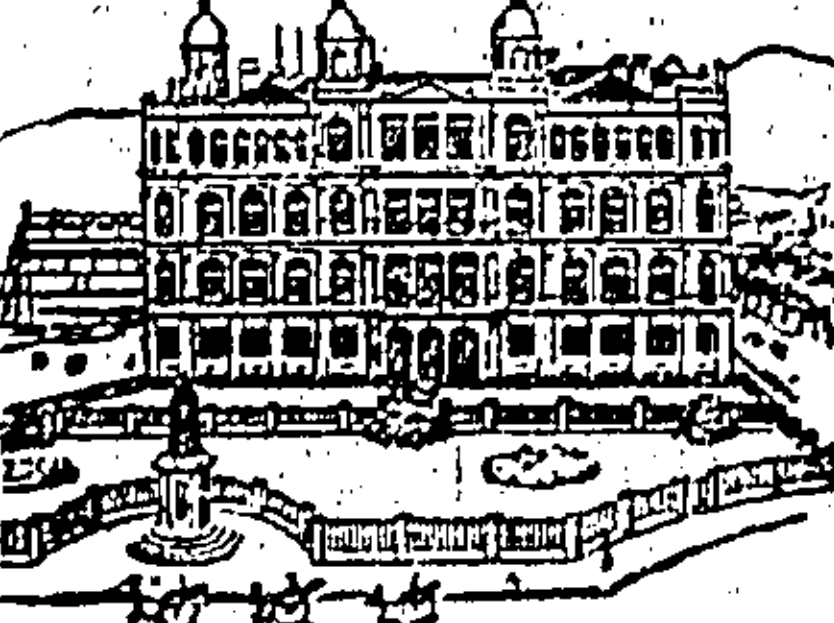
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.
Questions for Description of Machinery or Engineering Plans on application to
DODWELL & CO. LTD., Machinery Dept.

HAWTHORNE & PEARSON
Late of Savile Row, London.

LADIES' & GENTLEMEN'S TAILORS AND BREECHES MAKERS

Reg to announce that they are now producing
LOUNGE SUITS from \$65
Cut and Finish guaranteed. A visit is cordially invited.

2, Union Building (First Floor)
Entrance opposite General Post Office, Hongkong.
P. O. Box 530.



"Falconite" WHITE ENAMEL
Used in all Parts of the World by the Finest Craftsmen for Finest Results.

"Falconite" is easy to work—dries with a brilliant lustre that keeps glossy and white.
"Falconite" is made by expert and practical men that know how Enamel should be made.
"Falconite" Undercoating gives the smooth, hard surface that is ideal for the lustrous finish.

Stocked in Hongkong.

Wilkinson, Heywood & Clark, Ltd.
(Incorporated in the United Kingdom)
ALEXANDRA BUILDINGS, HONGKONG.

THE PRINCE OF WALES AS A HORSEMAN. A MARVELLOUS RIDE IN INDIA.

A correspondent of the *Times of India* quotes an extract from a letter of a friend who was an umpire at the Kadir Cup. On the Prince's marvellous effort in winning the 'Hoghunter's' cup. The writer asked his friend if he had any objection to the publication of his notes and received a reply which read—

"Certainly make any use of my 'appreciation' of the Prince's effort in the 'Hoghunter's' cup you like. It was most certainly an extraordinary fine effort to my mind."

The appreciation is as follows:—

"The Prince could not arrive till the second day, so could not compete for the cup. He, however, put up a 'wonderful' show in winning the lightweight 'Hoghunter's' cup on Colin West's horse 'Bombay Duck'."

"The course was a particularly difficult one this year. It was over five miles in length and very tricky. There were three big nullahs with water in them, one of which (about halfway) involved swimming about twenty yards, a good deal of thick jhao, nearly a mile of very thick 'harkul grass' (beesive) that you could barely see over the top of—in fact in parts of it you couldn't see a yard ahead at all—and the remainder grass and jhao mixed with a number of deep drops, dry nullahs that you could not see till you were practically on top of them. In short, typical Kadir country of the difficult kind. Well, for a man who had never before ridden over that kind of country to win a race like that was nothing short of a marvellous effort. It was no put up job either. Every man in the race was out to win, and he had good horses and good men accustomed to that country up against him. He is a great lad, I frankly own that when I first tried to ride over that country it was some time before I could 'gallop' over it and most men will say the same."

"I had a long talk with him after he had won the race and he said he had never once seen the ground he was riding over through out the whole race, and he considered it absolutely marvellous that a horse could gallop over it and stand up."

"As a matter of fact, B. should have won this race, as he was leading by a good bit, but in the last nullah he struck a bad hole and his horse, which was done to the world, was very nearly drowned and only rescued with great difficulty."

"The Prince was next and crossed the nullah a little higher up where it was only girth deep and so won. W. was a close third."

THE SCOTS' VERNACULAR. SIR HARRY LAUDER AS EVANGELIST.

Sir Harry and Lady Lauder were the guests of the Vernacular Circle of the Burns Club of London at their annual dinner, on April 10th, at the Holborn Restaurant. Sir William Noble, the president of the club, was in the chair.

Mr. Robert Munro, Secretary for Scotland, congratulated the promoters of the Vernacular Circle which was designed to preserve the Lowland language of Scotland. The movement had already taken deep root and arrangements had been made for the award of prizes in connection with it at the four Scottish Universities and at some 40 schools. A wide propaganda in favour of the movement was also proceeding among exiled Scots by Professor Craigie, of Oxford, in the course of his world tour. Their guest was the greatest exponent in the world of the vernacular. He was the most eloquent and far-travelled evangelist in the cause.

Sir Harry Lauder, speaking in dialect, said the Scot was always looking for advancement. Old Scotland had been a hard mother, but Scots could not say that she was ever unkind to any of them. The Kirk, the school, and the kailyard had made them what they were to-day. A good Scot was a welcome citizen anywhere he went. For a long time the Scot had been wedded to England, and not one would ever dream of being divorced from it.

GAMES FOR GIRLS.

QUESTIONS DOCTORS WILL ANSWER.

The Joint Committee on the Physical Education of Girls has addressed an important questionnaire to members of the medical profession. The questions are to be answered before the end of this month. The doctors are invited to state, under seal of secrecy, what effects, if any, they have observed from physical education, including games and sports, on (a) unmarried girls over 12 years of age, and (b) married women. They are asked to detail any departure from health which seemed attributable to physical education, and whether experience has suggested that there are any individual sports which should be modified or avoided altogether by girls in their teens. The answers to these questions will be awaited with great general interest.—*Times*.

GIRLS' MARRIAGEABLE AGE.

In the House of Commons, on April 12th, Sir R. Clough asked the Home Secretary whether his attention had been called to the death of a 14-year-old girl in Wales, who was married at 12; and whether, if such a marriage was legal, he could see his way to amend the law.

Mr. Shortt: I have seen a newspaper report of the case referred to. According to the law of England, 12 is the age at which a girl becomes capable of marriage, and I think there would be general agreement that the age is much too low, and ought to be raised. The question will be considered in the event of any revision of the law of marriage, but I do not think I can undertake to introduce special legislation for the purpose of dealing with this point alone.

MARVELS OF ANTISEPTIC HEALING.

LORD LISTER & ZAM-BUK.

When Lord Lister taught the world how to kill disease-germs he revolutionized medical science. His famous "antiseptic" discoveries were carried another important step forward, when, by the introduction of Zam-Buk, the process, in an improved and convenient form, was made available for wounds and sores at home and at work.

Lister's great difficulty was that the chemical agents he employed to kill the germs also damaged healthy tissues. This obstacle has been overcome by Zam-Buk. With a far greater germicidal power of herbal origin, its effect is always mild and soothing, even in obstinate and irritating skin diseases like eczema, itch, ringworm and ulceration.

Zam-Buk contains no animal fats nor mineral drugs. It is a perfect blending and concentration of Nature's rare herbal extracts from which the balm derives its magical virtues.

Zam-Buk has a threefold curative action. First, it marvellously allays pain and irritation—it is the greatest soothing agent for the skin ever discovered. Secondly, being powerfully antiseptic, it is invaluable as a "first-aid" for cuts, burns, scalds, etc. It kills as well as excludes the germs that cause skin disease and blood-poison.

Lastly, when the wound, sore or ulcer has been thus medicinally purified, continued dressings of this wonderful Zam-Buk induce the marvellous healing process which ends in the speedy growth of new healthy tissue.

For eczema, ulcers, Delhi sores, cuts, bites, poisoned wounds, piles, sprains, burns, boils, etc., Zam-Buk is unique. Zam-Buk can be had of all dealers in Egypt, India and The Straits. If you have difficulty in obtaining, write The Zam-Buk Mfg. Co., Leeds, England, who will forward address of nearest depot.

Zam-Buk

DAIRY "FARM NEWS."

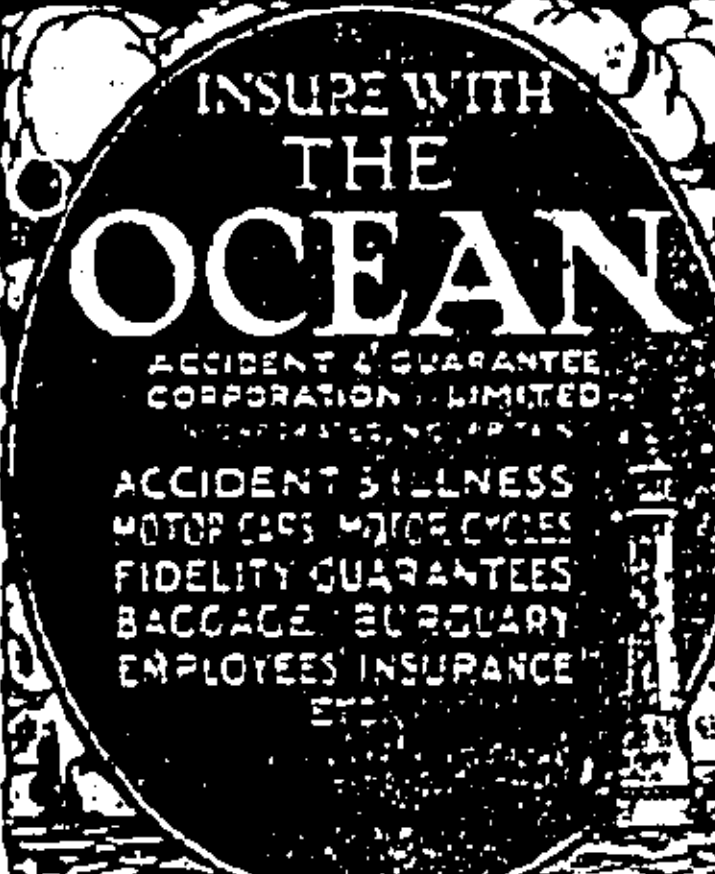
CHEESE.

Gruyere	...	\$1.10 per lb.
American Cheddar	...	.85 "
Australian	...	.85 "
Edam (Full Cream)	...	3.25 " Bulk
Coulommier (Own make)	...	.40 " Pat.
Picnic	...	.40 " Jar.

MADE DAILY AND READY FOR THE TABLE.

Pressed Beef	...	\$.60 per lb.
Brawn	...	.60 "
Pork Pies	...	.25 & .50 each
Cooked Ham	...	\$1.40 per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.



INSURE WITH THE OCEAN
ACCIDENT & GUARANTEE CORPORATION
ACCIDENT & SICKNESS
MOTOR CYCLES, MOTOR CARS
FIDELITY GUARANTEES
BAGGAGE, SEAFARER
EMPLOYEES INSURANCE

SHANGHAI OFFICE—
6A, PEKING ROAD.

AGENTS for Hongkong and South China,
DODWELL & CO., LTD.
TELEPH. 1030 2, QUEEN'S BLDG.



THE RAPIN NO. 1
THE RAPIN NO. 2
THE RAPIN NO. 3



A Welcome Visitor
at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with
KEATING'S

ON SALE

FOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE 1921.
With Index, Price \$7.50.
On sale at the Hongkong Daily Press.

WORLD THEATRE

Hongkong's Most Modern Picture Palace.

Entirely Under British Management.

TO-DAY at 5.15 P.M. and 9.15 P.M.

PATHE presents

H. B. WARNER

in

"WHEN WE WERE TWENTY-ONE"

Drama Drawn From Every Life.
COME RENEW YOUR YOUTH!

2.30 & 7.15 p.m.

EDDIE POLO in "DO or DIE"
Episodes, 4 & 5.

USUAL PRICES. BOOKING AT THE THEATRE.

REMOVAL NOTICE.

HAVE REMOVED TO
No. 16, Des Vœux Rd., C.,
(Between Our Former Premises and Blue Bird's)

On display New Stock of
MANILA HEMP HATS,
SWATOW DRAWN WORKS,
EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,
Phone No. 2860. P. O. Box 445.

"PHILIPS"
"APHILIPS" LAMP
IS A PERMANENT ECONOMY.
SOLE AGENTS
Holland-China Trading Co.
Hong Kong

ASAHI BEER

SPECIALLY BREWED FOR EXPORT.

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

MITSUI BUSSAN KAISHA LTD.

HONGKONG.



CHAMBERLAIN'S
COUGH REMEDY
A PLEASANT PHYSIC
PREPARED BY
CHAMBERLAIN MEDICINE CO.
215 N. 3RD ST. ST. LOUIS, MO. U.S.A.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKINI	JAVA	in port	27th May	JAVA via AMOY
TJISONDARI	JAVA	in port	2nd June	SHANGHAI & DALNY
TJILATAP	JAVA	in port	29th May	SHANGHAI & JAPAN
TJIKEMBANG	JAVA	2nd June	7th June	SHANGHAI & N. CHINA
TJITABOEM	N. CHINA & AMOY	7th June	8th June	BATAVIA
TJIBODAS	JAPAN	7th June	10th June	SORABAJA via MACASSAR

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
Yokohama, First Floor.
Telephone No. 1674.



VEREENIGDE NEDERLANDSCH SCHEEPVAARTMAATSCHAPPIJ (United Netherlands Navigation Company) HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND
MANILA

AND
AMSTERDAM, ROTTERDAM, HAMBURG
AND BREMEN

Sailings subject to alterations.

Steamers For Sailing on or about
"OUDEKERK" ROTTERDAM, AMSTERDAM & HAMBURG 30th June
"OLDEKERK" AMSTERDAM, ROTTERDAM & HAMBURG 2nd July
"ZOSMA" ROTTERDAM, AMSTERDAM & HAMBURG 30th Aug.
For full particulars please apply to
JAVA-CHINA-JAPAN LIJN.
General Agents
Yokohama Buildings.

HUNG SHUN SHIPPING FIRM,

227, QUEEN'S ROAD, CENTRAL.
TELEPHONE No. 1202.

SARAWAK LINE.

First Class accommodation and reasonable rates.
Sailings from Hongkong subject to alteration.

The Steamship
"YUET WAH"
will be despatched

FOR SARAWAK (KUCHING) VIA HOHHOW AND SINGAPORE.

For sailing date and further particulars please apply to

CHIEF MANAGER or SECRETARY

913

Telephone 1445.

SHIPBUILDERS
SHIP REPAIRERS
BOILER MAKERS
FORGE MASTERS
OXY-ACETYLENE &
ELECTRIC WELDERS
MECHANICAL &
ELECTRICAL
ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.
—DRY DOCK—
Length 767 Feet.
Length on Blocks 750 Ft.
Depth on Centre of
SILL (H.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS—
Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE

(John Swire & Sons, Ltd.),
AGENTS.

TEL. ADDRESS: "TAIKOO DOCK, HONGKONG."

TELEPHONE No. 913.

ALL FLAG: "O" OVER ANG. PENHANT.

HONGKONG, CHINA & JAPAN

FALKENHAYN'S DEATH. THE VERDUN FAILURE.

General Erich von Falkenhayn, whose death was announced last month, was born on September 11th, 1861, and began his military career in the Cadet Corps, out of which he passed in 1880 as a lieutenant in the Oldenburg Regiment No. 91. After passing through the *Kriegsakademie*, he was attached to the Great General Staff, and in 1893 he was appointed to a staff captaincy.

In 1897 von Falkenhayn was sent out as a military instructor to China, and on his return two years later he rejoined the Prussian Army with the rank of major, attached to the General Staff, and was almost at once dispatched on a six months' mission to the Government of Kiaochow. He took part on the staff of Count Waldersee, in the Chinese campaign, and after the conclusion of peace he remained behind with the troops of occupation. Returning again to Germany Falkenhayn held various important posts in Metz, Muenster, and elsewhere before, in July, 1913, he was appointed Prussian Minister of War and simultaneously was promoted to be lieutenant general, thereby jumping over the heads of about 70 senior officers.

He had only held this office for a year when the war broke out, and the resignation of Count von Moltke after the first battle of the Marne led to the appointment of Falkenhayn in his place.

Falkenhayn did the best that was in him with the great disadvantage of being compelled to hold defensively the long Western front, from Switzerland to the sea. Falkenhayn was a convinced "westerner," and it was he who worked out the plans of the attempted break through to Calais upon which the ex-Kaiser laid so much stress, and which led to the well-known results at Dixmude and Ypres and on the Yser.

In 1915 Falkenhayn conducted most comprehensive campaigns against Serbia and Russia, but he always held that there was no question of winning the war on the Eastern front, and it was this view that led to his long (and ultimately fatal) series of disputes with Hindenburg and Ludendorff. Hindenburg held strongly that there was a chance of crushing Russia, and he disagreed profoundly with Falkenhayn's Eastern strategy. It was, nevertheless, Falkenhayn's scheme in support of the Austrian army which gave Mackensen his great victory at Gorlice, in Galicia, whereas Hindenburg had urged a great turning movement on the extreme northern flank on the Niemen front.

These domestic quarrels became further accentuated when it was decided to make the great attack upon Verdun under the ex-Crown Prince, and many of Hindenburg's divisions were drawn westwards to make a certainty of success. They never returned, thanks to the genius of the French Commander and the immortal bravery of the French Army, and this terribly costly failure was paid for in the customary way. Falkenhayn was relieved of his post (August, 1916) and gave way to that combination of Hindenburg and Ludendorff which lasted down to the end of the war.

In "relieving" von Falkenhayn of his duties as Chief of the General Staff the ex-Kaiser had indicated that he would shortly be employed in another capacity. This opportunity was afforded by the entry of Rumania into the war. The scheme of the operations was exceedingly simple, and well illustrated the Prussian method of achieving success on a wide front by the use of only a small body of first-class troops to break the way for the others. In 13 days the unduly scattered Rumanian armies were driven out of Hungary by a numerically inferior opponent, and they were gradually manoeuvred into such a position that Falkenhayn and Mackensen were able to unite their armies before Bukarest and then drive their enemies eastward. The whole campaign showed Falkenhayn at his best, and proved him to be a good product of the school of the great Moltke.

Not only was Falkenhayn a capable officer, but he was also a distinguished writer, whose books on the operations of the Great War were marked by great lucidity and considerable charm of style.—*Times*.

THE GOLF BALL.

EXPERIMENTS OF TWENTY YEARS.

An interesting series of mechanical tests were carried out at Wimbledon on March 20th with golf balls of various makes, which brought into strong relief the great carrying power of the "limited" balls of to-day.

The test was made against a strong wind, with a machine imported recently from America and under the direction of Messrs. A. G. Spalding Brothers. The machine consisted of a revolving arm to which a club was attached. It was then wound up, and on a clutch being released the arm swung the club on to the ball at a speed calculated as nearly as possible to that of the drive of an average golfer. Various makes of golf balls were used, including gutta balls specially moulded for the occasion, Haskell's modern light balls, the "limited" ball, and balls of the new weights and sizes laid down by the Rules of Golf Committee for the experimental competitions which will be held during the coming season.

The results of the test were as follows:—The heavy balls behaved better against the wind than the light balls; the Haskell carried 10 yards farther than the gutta, but was fully 50 yards short of the modern rubber-cored balls. It was proved also that the "limited" ball now in general use had a greater carrying power than those of the new weights and sizes laid down by the Rules of Golf Committee. The ground was too heavy to obtain any useful data as to the running capabilities of the tested golf balls.

WORLD THEATRE.

TO-DAY. TO-DAY.

A GENUINE TREAT.

H. B. WARNER

in

"WHEN WE WERE
TWENTY-ONE."

HOW CAN YOU, A GENTLE-
MAN URGE ME TO BREAK

MY PROMISE TO A

WOMAN?

WHICH WOMAN?

WHICH PROMISE?

THERE WERE TWO?

SEE THIS ROMANTIC DRAMA
OF YOUTHFUL FOLLY.

NOTICES TO CONSIGNEES

S.S. "ANGERS"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, in connection with above Steamer hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remained unclaimed after 28th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st instant, or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Saturday, the 27th instant, at 10 A.M.

No Fire Insurance has been effected.
A. JOBARD,
Acting Agent.
Hongkong, 22nd May, 1922. [1050]

NOTICE TO CONSIGNEES.

THE Steamship "WREY CASTLE."
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 10th prox., or they will not be recognized. All broken, chipped, and damaged goods are to be left at the Godowns, where they will be examined on the 30th inst., at 10 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.,
Agents.
[1054]

S.S. "COMMANDANT DORISE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, ANTWERP, HAYKE, BORDEAUX, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed, and stored at their risks, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remained unclaimed after the 27th inst., at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 30th inst., or they will not be recognized. All damaged packages will be examined by Messrs. Goddard & Douglas, on Friday, the 26th inst., at 10 A.M.
No Fire Insurance has been effected.
A. JOBARD,
Acting Agent.
Hongkong, 21st May, 1922. [1051]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

SHANGHAI via SWATOW	"TINGSANG"	Friday	26th May	Noon
RAIPHONG via HOIHOW	"TAKSANG"	Sunday	28th May	10 A.M.
MANILA	"LOONGSANG"	Sunday	28th May	Noon
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Sunday	28th May	Daylight
BANGKOK via SWATOW	"CHAKSANG"	Tuesday	30th May	Noon
SANDAKAN	"HINSANG"	Wednesday	31st May	Noon
SHANGHAI via SWATOW	"FAUSANG"	Wednesday	31st May	Noon
STRAITS & CALCUTTA	"HOSANG"	Thursday	1st June	2 p.m.
TIENTSIN	"CHEONGSHING"	Sunday	4th June	Noon

CALCUTTA LINE. This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE. A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo calling at delhou when inducement offers.

HAIPHONG LINE. Regularly sailing to and from Sandakan by two 3,000 tons steamers, "HINSANG" and "MAUSANG" both steamers saving excellent passenger accommodation. Cargo taken at through Bills of Lading for Katat Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE. A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE. A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about
Thursday, 1st June, at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,

TELEPHONE No. 215.

GENERAL MANAGERS.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Steamer	Leave Hongkong
S.S. "RADNORSHIRE"	5th July
M.V. "GLENBEG"	17th June
M.V. "GLENLUCE"	1st July
S.S. "GLENSHANE"	26th July

HOMEWARDS.

Steamer	Leave Hongkong	Discharge
M.V. "GLENBEG"	30th May	LONDON, HULL, ROTTERDAM & HAMBURG.
S.S. "CARNATIONSHIRE"	9th June	GENOA, LONDON, HULL, ROTTERDAM & HAMBURG.
S.S. "GLENIFFER"	4th July	GENOA, LONDON, HULL, ANTWERP & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 3696

Cable Address

Kawakisen, Kobe.

Bentley's A.R.C. 5th Ed.

and Scott's Codes.

Telephone Kawakisen

2244 2245.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP : ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. M. MATSUYAMA

The Company has on hand all large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 3, Bays Ema

SHIPPING NEWS

ARRIVALS.

May 24th.
General, French str., 777 tons, Capt. E. Wainwright, from Bangkok, with a general cargo. Kwang Nguan Seng.
Hong Kong, Japanese str., 1,587 tons, Capt. Imoney, from Hongkong, with coal. M.B.K.
Namatsu, British str., 2,301 tons, Capt. R. V. Anderson, from Moji, with a general cargo. J.M. & Co.
Peter, British str., 1,022 tons, Capt. R. S. Heaney, from Hoihow, with a general cargo. Cheong Yee S.S. Co.
Szechuen, British str., from Canton.
Tanaka, Japanese str., 2,000 tons, Capt. Nagashita, from Hakata, with coal. Suzuki & Co.

Valencia, Dutch str., 707 tons, Capt. Philip, from Tamsui, none. Asiatic Petroleum Co.
Yuan Hong, Chinese str., 1,111 tons, Capt. H. C. Foy, from Saigon, with rice. Yuan Hong Fat.

May 25th.
Anyu, Japanese str., 1,236 tons, Capt. M. Ohno, from Saigon, with rice. Y.K.K.
Atrius, British str., 4,253 tons, Capt. S. Glasgow, from Singapore, with a general cargo. B. & S.

Huanghai, Japanese str., 3,934 tons, Capt. T. Suruga, from Tacoma, with a general cargo. O.S.K.
Passat, Norwegian str., 771 tons, Capt. C. Faye, from Bangkok, with a general cargo. Kwang Nguan Seng.

Shanghai, Chinese str., 297 tons, Capt. G. A. de Souza, from K. C. Wan, with a general cargo. Po On S.S. Co.
Nanking, British str., 1,618 tons, Capt. C. W. Puckett, from Shanghai, with a general cargo. B. & S.

Sunghai, Japanese str., 1,503 tons, Capt. C. Kawamura, from Shanghai, with a general cargo. N.Y.K.
Van Oost, Dutch str., 2,836 tons, Capt. J. J. Claassen, from Amoy, with a general cargo. J.C.J.L.

CLEARANCES.

May 24th.
C. Doris, for Shanghai.
Formosa, for Shanghai.
Grace, for Manila.
Hupei, for Swatow.
Lycan, for Singapore.
Singapore, for Bangkok.
Tanaka, for Singapore.
Tung Hing, for K. C. Wan.

May 25th.
Akiba, for Keelung.
Amoy, for Takao.
Atrius, for Shanghai.
Fooking, for Singapore.
Huanghai, for Canton.
Hupei, for Hoihow.
Hainan, for Canton.
Jersey, for Ocean Island.
Singapore, for Canton.
Szechuen, for Amoy.
Tanaka, for Swatow.
Valencia, for Miri.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Namur* arrived at London on May 24th, at 8 a.m.
 The R.M.S. *Empress of Asia* arrived at Kobe on May 24th, left the same night, and was due at Yokohama yesterday morning.
 The s.s. *Rhena* (Blue Funnel) left Port Said on May 18th, for London, Rotterdam and Hamburg.
 The s.s. *Telesius* (Blue Funnel) left Port Said on May 19th, for London, Amsterdam and Antwerp.
 The s.s. *Al. Templar* (Blue Funnel) left Port Said on May 22nd, for Boston and New York.
 The s.s. *Tenius* (Blue Funnel) left Port Said on May 22nd, for London, Rotterdam and Hamburg.
 The s.s. *Pyrrhus* (Blue Funnel) left Liverpool on May 20th for Hongkong.
 The s.s. *Elpenor* (Blue Funnel) left Liverpool on May 20th for Straits and Japan.

FOR NERVOUS EXHAUSTION



LOSS OF MEMORY AND DEBILITY

CHAPOTEAUT'S PROSPER-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Headache, and nervous diseases in adults and children.

IN CAPSULES, IN WINE AND IN SYRUP

COLUMBIA PACIFIC SHIPPING CO.

SOUTH CHINA LINE
 PORTLAND, ORE.—JAPAN PORTS, HONGKONG & MANILA

Y22221
 S.S. HANNAWA
 Loading about second half of May.
 (Operated for 1/4 of U.S. Shipping Board).

ARNHOLD BROTHERS & CO., LTD.
 1a, Chater Road.
 Phone No. 1500.

VESSELS EXPECTED.

Empress of Canada, due June 1st.
Empress of Russia, due June 8th.
Burgundy (R.I.), due May 29th, a.m.
Grande Guard (Kerr Steamship Co.), due May 29th.
Island, (N.Y.K.), due May 30th.
Hoover State (P.M.), due June 12th.
Kamakura Maru (N.Y.K.), due May 29th.
Kobe Maru (N.Y.K.), due June 3rd.
Nagano Maru (N.Y.K.), due May 31st.
Neluz (Blue Funnel), due July 11th.
President Hayes (Pacific Mail), due May 31st.
Rajah (R.I.), due May 31st.
Rheinland (H.A.L.), due June 5th.
Sulu Maru (N.Y.K.), due June 1st.
Szechuen (P. & O.), due May 27th, at 7 p.m.
Taihybin (Blue Funnel), due June 5th.
Tamba Maru (N.Y.K.), due June 3rd.
Torilla (R.I.), due June 3rd.

SHIPPING NOTES.

Two old and well-known vessels of the China Navigation Co.'s fleet, the s.s. *Huichan* and *Huichan* have been disposed of to Chinese interests for breaking-up purposes.

The N.Y.K. new liners *Shanghai Maru* and *Nagasaki Maru* which are under construction on the Clyde and are destined for the Nagasaki-Shanghai service, are expected to be able to do the journey between the two ports in a little over 24 hours. The vessels are expected in those ports about the end of the present summer.

The Glen liner, *Glenlyffe*, when about 60 miles south of Colombo, early this month had trouble with her engines. As repairs to her could not be effected by the crew, the ship wirelessed the local agents, asking for assistance to put into Colombo for the necessary repairs. Accordingly a tug was sent out and the *Glenlyffe* towed into port. She was bound for London.

WEATHER REPORT.

May 25th, at 5.10.—Warning to Hongkong, Coast Ports, etc.—Typhoon in Lat. 15 deg. N. and Long. 114 deg. E. moving W. position uncertain.

May 25th, at 11.30.—Warning to Hongkong, Coast Ports, etc.—Typhoon of unknown intensity within 60 miles of Lat. 17 deg. N. Long. 113 deg. E. moving N.W.

May 25th, at 11.15.—Pressure has decreased moderately at Shanghai and slightly at Cap. Boek. It has increased slightly at Mar. At 6 a.m. this morning the typhoon was in about latitude 17 deg. N. and longitude 113 deg. E. moving W.N.W. or N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 25th May, 0.00 inch. Total since January 1st, 18.20 inches, against an average of 10.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast
 N.E. winds, strong, possibly increasing to a gale; overcast, rain later.
 Hongkong to Cap Boek
 N.E. winds, moderate.
 Formosa Channel
 N.E. winds, moderate.
 South coast of China between N.E. winds, Hongkong and Lamook fresh.
 South coast of China between Cyclonic gales, Hongkong and Hainan.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, May 25th.

Day	at 1 p.m.	at 5 a.m.	at 9 p.m.
Barometer	29.71	29.70	29.69
Temperature	81	77	81
Humidity	74	90	84
Wind Direction	E	ENE	E
Force	4	4	6
Weather	c	od	o
Rain	0.00	0.00	0.00

Highest open-air Temperature on 24th... 81.
 Lowest open-air Temperature on 25th... 71.

HONGKONG TIDE TABLE

From 26th May to 1st June, 1922.

Day of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	26	8 23	7 0	3 24	2 8
Satur.	27	8 55	4 6	3 38	0 8
Sun.	28	10 25	4 5	3 56	0 2
Mon.	29	11 22	4 4	4 14	0 0
Tues.	30	0 25	4 3	4 56	0 3
Wed.	31	1 20	4 2	5 44	0 4
Thur.	1	11 58	7 0	6 35	0 4
		0 59	6 5	7 31	0 7
				8 20	1 0

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CANADIAN PACIFIC STEAMSHIPS LIMITED



MAIDEN VOYAGE

TRANS-PACIFIC

R.M.S.

EMPRESS OF CANADA

FOR

VANCOUVER.

SEVENTH JUNE, 1922.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

Minimum Rate U.S. \$577.07

Minimum Rate U.S. \$620.50

First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA"

Tuesday, May 30th, at noon.

July 6th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ALMERIA"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT.

PRINCE'S BUILDING,

101 HONG KONG STREET,

TELEPHONE: PASSENGER DEPT.,

TEL. PASSENGER DEPT. & AGENT,

No. 1934.

No. 2161.

CABLE ADDRESS: "CHIMAIL."

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
 for NEW YORK & BOSTON

S.S. "BOWES CASTLE" ... sailing end of June.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
 FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENETIA" ... sailing on or about 4th June.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 2nd June.

S.S. "VENETIA" ... sailing on or about 2nd June.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing second half of June.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

N. Y. K.

REGULAR SAILINGS TO, ALTERNATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada

IYO MARU (Calling Keelung) ... Monday, 19th June, at 11 a.m.

SHIZUOKA MARU (Calling Keelung) ... Monday, 3rd July, at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

HAMBURG via DUNKIRK, LONDON, ROTTERDAM.

MITOMO MARU ... Friday, 8th June.

LIVERPOOL via MARSEILLES and VALENCE.

TATSUNO MARU ... Sunday, 4th June.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 20th June, at 11 a.m.

NEW YORK via PANAMA.

DURBAN MARU ... Tuesday, 8th June.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via OALIE

KAWAOKI MARU ... Sunday, 4th June.

BOMBAY via Singapore and Colombo.

KAMAKURA MARU ... Tuesday, 30th May.

CALOUTTA via Singapore, Penang & Rangoon.

BARODATE MARU ... Monday, 29th May.

NAGASAKI, KOBE & YOKOHAMA.

NIKKO MARU ... Friday, 16th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU ... Thursday, 1st June.

SADO MARU ... Friday, 2nd June, at 11 a.m.

TAMBA MARU ... Sunday, 4th June.

For further information apply to—

NIPPON YUSEN KAISHA

Telephone Nos. 292 & 293.

R. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"West Prospect" ... Due Hongkong 4th June.

"West O'Hara" ... Leave Hongkong 6th June.

"West O'Hara" ... Leave Hongkong 8th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA.

SAMARANG AND SOERABAYA.

"West Chopaka" ... Due Hongkong 31st May.

"West Farallon" ... Leave Hongkong 2nd June.

"West Farallon" ... Leave Hongkong 9th June.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-Philippines.

INDO-CHINA-TRAITS & JAVA.

1st Floor, Powell's Building, Phone No. 3008

G. P. BRADFORD, Res. Agent.

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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

SS. "MADAWASKA" via Suez Canal ... 31st May ... Boston and New York.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN, direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
(Managing Agents).

ELLERMAN LINE

ELLERMAN & BUCKNALL, S.S. CO., LTD.
FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

SS. "KANDAHAR" ... 10th June ... London, Antwerp, Rotterdam & Hamburg.
SS. "CITY OF GLASGOW" ... 5th July ... London, Rotterdam & Hamburg.
Subject to change without notice.
For particulars of freight and passage rates apply to—

or REISS & Co., CANTON

THE BANK LINE, LTD.
General Agents.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

SS. "DEUCALION" ... via Suez Canal ... 5th June.
SS. "ALCINOUS" ... via Suez Canal ... 15th June.
SS. "KAZEMBE" ... via Suez Canal ... 25th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG and CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... "AZAY LE RIDEAU" 15,000 ... On or about 26th May.
"ARMAND BEHIC" 11,000 ... On or about 9th June.
MARSEILLES, via HAI PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ, DJIBOUTI, PORT SAID ... "ANGKOR" 15,000 ... On or about 30th May.
"ANGERS" 15,000 ... On or about 16th June.
"AZAY LE RIDEAU" 15,000 ... On or about 27th June.

COMMERCIAL LINE

SHANGHAI, PUKOW, HANKOW & TAKOU ... "COM DORISE" ... On or about 26th May.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)
For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOHARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Food in restaurants, staterooms and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying about 10 Days)

HAIPHONG ... Capt. J. S. Thomson ... Friday, 26th May, at 1 p.m.
HAIKONG ... Capt. W. O. Passmore ... Thursday, 1st June, at 1 p.m.

Arrival and Departures for the Company's ships at the Company's Office.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO
General Manager.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn	From Hongkong (about)	Destination
"DONGOLA"	8,000	2nd June	Singapore, Penang, Colombo, Aden, Port Said, Marseilles & London.
"KHYBER"	9,000	7th June	Marseilles, London & Antwerp
"SICILIA"	6,700	11th June	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,100	21st June	Marseilles, London & Antwerp
"KASHMIR"	9,000	5th July	Singapore, Penang, Colombo & Bombay.
"SOUDAN"	7,000	15th July	Marseilles, London & Antwerp
"KARMALA"	9,000	19th July	do.
"KASHGAR"	9,000	2nd Aug.	do.
"SARDINIA"	8,500	16th Aug.	do.
"DEVANHA"	8,000	30th Aug.	do.
"KALIAN"	8,900	13th Sept.	Bombay, Marseilles, London & Antwerp.
"MACEDONIA"	10,512	27th Sept.	do.

BRITISH INDIA - APCAR SAILINGS

"EURYALUS"	3,570	30th May, noon	Singapore via Amoy.
"TAKADA"	6,949	10th June	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	3,586	1st June	Manila, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections with the Union S.S. Co.'s steamers from Australia to the United Kingdom via New Zealand, Vancouver and San Francisco, etc., or per The New Zealand S.S. Co.'s vessels to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	6,700	29th May, noon	Shanghai only.
"KASHMIR"	8,941	3rd June	Shanghai & Japan.
"TORILLA"	5,205	4th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket to Singapore or Colombo.

All Cables are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

21, Des Voeux Road Central, HONGKONG Agents. [1]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—

Monthly direct service via Singapore and Port Said. Monday, 10th July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE. 13th June.

MEXICO MARU ... 31st May.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE. Wednesday, 31st May.

SAIGON MARU ... 1st June.

DELI & BANGKOK via SAIGON & SINGAPORE. Thursday, 1st June.

KISHU MARU ... 3rd June.

CALCUTTA—Fortnightly service via Singapore, Penang & Rangoon. Saturday, 3rd June.

BORNEO MARU ... 11th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Japan. Taking cargo to OVERLAND POINT, U.S.A. & CANADA. Friday, 11th June.

AFRICA MARU ... 19th June.

NEW YORK via PANAMA—Regular monthly service via Japan, Penang, Rangoon, Panama and Colon Ports. Monday, 19th June.

SHUNKO MARU ... 3rd June.

NEW ORLEANS LINE via SUEZ. Thursday, 3rd June.

BORNEO MARU ... 11th June.

JAPAN PORTS—Kobe & Yokohama via Shanghai. Sunday, 11th June.

LONDON MARU ... 19th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers. Every Sunday, Noon.

KALJO MARU ... 1st June.

AMAKUSA MARU ... 1st June.

TARAO via SWATOW & AMOY. Thursday, 1st June.

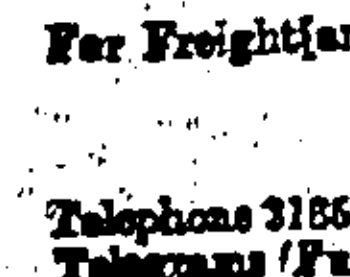
SOSU MARU ... 1st June.

Tel. No. 409.

Y. TABAODA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)
St. George's Building.Telephone 3155.
Telegrams: Farprince.C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
WEIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 27th May 4 p.m.
PAKHOI & HAIPHONG	"KANGCHOW"	On 28th May 10 a.m.
SWATOW	"TAMING"	On 28th May 10 p.m.
MANILA, CEBU & ILOILO	"CHENAN"	On 28th May 10 a.m.
HAIPHONG, HOIHOW & BANGKOK	"SINKIANG"	On 28th May 4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"SUIYANG"	On 28th May, noon.
SHANGHAI	"YINGCHOW"	On 28th May, noon.
SWATOW & BANGKOK	"KWANGCHOW"	On 28th May, noon.

SHANGHAI LINE—PASSENGER, MAILS and JANGCO steamer. Saloon accommodation, Electric Fans in Saloon and staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Europe and Northern China Ports. Passengers are landed in Shanghai, avoiding transshipment at Woosung.

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TOYO KISEN KAISHA

Reduced Fare to Europe U.S.G. \$620.50 First Class Throughout.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

STEAMERS	TONS	LEAVE HONGKONG
SHINYO MARU	9,000	May 28th
PERLA MARU	22,000	June 15th
TAIYO MARU	24,000	June 15th
SIBERIA MARU	24,000	July 1st
TENYO MARU	24,000	July 15th
KOREA MARU	24,000	July 30th

* Calling at Dairen. * Calling at Keelung.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE. THROUGH BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
RAKUYO MARU	...	June 23rd
GINYO MARU	...	July 13th
ANYO MARU	...	October 9th

* Omit Manila.

For full information regarding passenger freight and sailings, apply to—

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King's Building Tel. No. 574 & 73

Agents at Canton: Messrs. T. K. GRIFFITH, LTD.

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Fare to European Ports U.S.G. \$620.50 First Class throughout.

A MEXICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU

SS.	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"PRESIDENT WILSON"	May 26th	June 18th
"PRESIDENT LINCOLN"	June 20th	July 13th
"PRESIDENT CLEVELAND"	July 5th	July 27th

HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA via SINGAPORE, PENANG AND RANGOON

SS. "LAKE FAULT" ... May 27th, Noon.

HONGKONG, MANILA-HONOLULU-SAN FRANCISCO SERVICE

Freight and Passengers

Sails from Hongkong, Sails from Manila, Arrives San Francisco.

SS.	LEAVE HONGKONG	ARRIVE SAN FRANCISCO
"PRESIDENT HAYES"	June 2nd	June 27th
"PRESIDENT HARRISON"	June 30th	July 13th
"PRESIDENT HAYES"	Aug. 4th	Aug. 28th
"PRESIDENT HARRISON"	Sept. 1st	Sep. 25th

For full information regarding rates, space, etc., apply to—

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Telephone 141. Cable Address "SOLANO. Union Building, Hongkong. Agents at Canton: REISS & Co. [35]

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SERVICE TO NEW YORK, VIA PANAMA CANAL.

For MANILA AND NEW YORK,

SS. "GRANDE GAARD" ... sailing on or about the 30th May.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailing (Subject to Alteration)

Steamer	Sidney & Melbourne via Ports	Lv. Hongkong for Australia
"TAIYUAN"	...	27th May, Noon.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fare, Cargo booked through to all Australian, New Zealand & Trans-Pacific Ports.

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Telephone No. 35.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
BANGKOK	"LAKH NAMUD"	25th May, D.L.

For further particulars apply to—

Messrs. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, Ltd.) Agents. [32]

Telephone 33.

